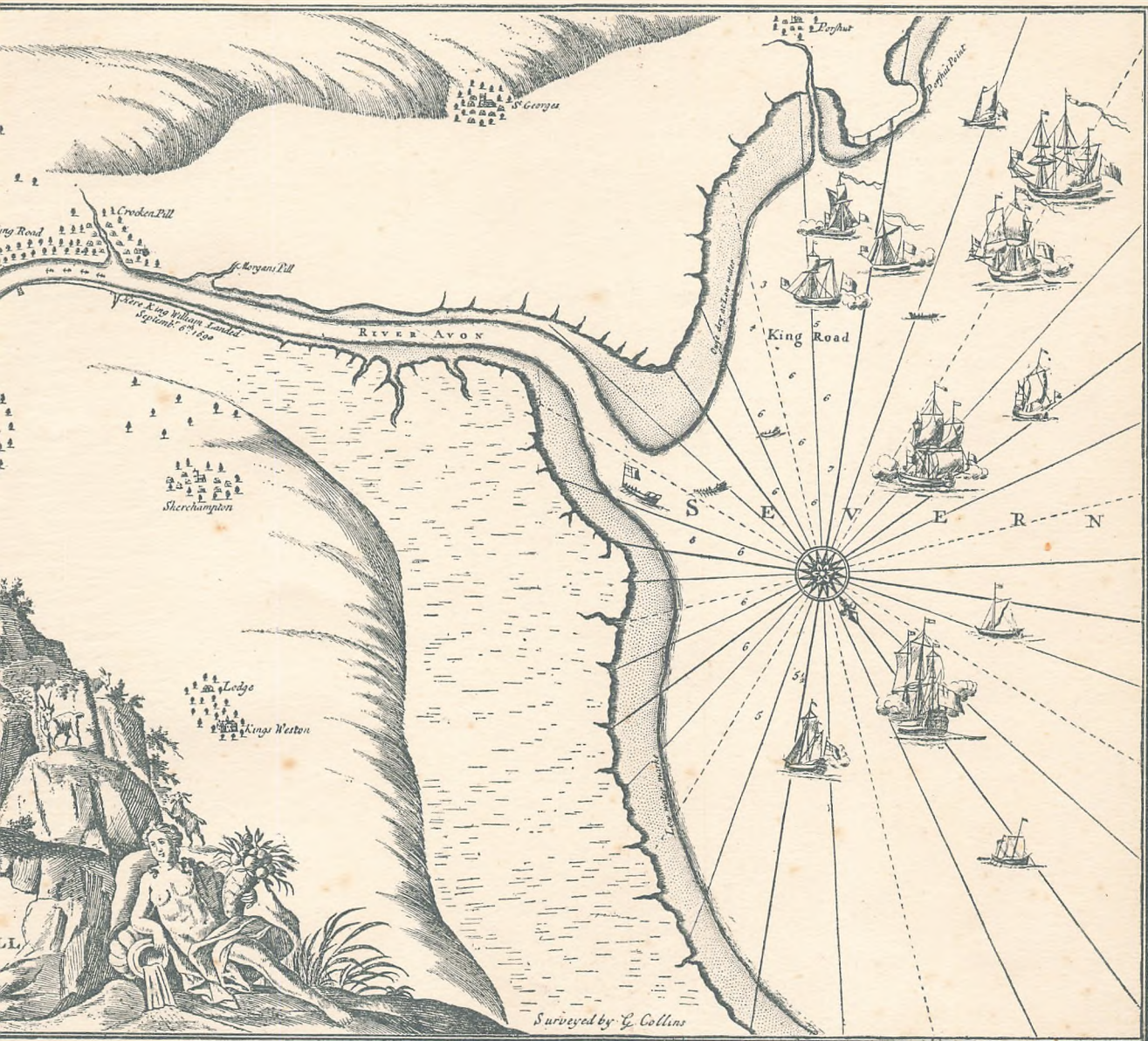






Robert Yate Esq. was Mayor of Bri

THE date and place of birth of Captain Greenville Collins, R. John Wood, on a voyage to attempt the discovery of the North-Sir John Narbrough as master of various ships, and his "Journal" "to make a survey of the sea coasts of the Kingdom," and he was engaged as completed, were then published together under the name of "Great in the 1723 edition of the "Coasting Pilot," the earliest chart of the 1693 edition. Collins, who was a Younger Brother of the Trinity F. entitled "to rank with



Master of the Merchants Hall 1692-1693.

known. In 1676 he sailed as master of H.M.S. SPEEDWELL, Captain of the ship. In the Algerine War of 1677-79 Collins served under Admiral Blake. His period is in the Public Record Office. In 1681 Collins was appointed Surveyor of the Coast, with other duties, until 1693. His charts, which had been issued as "Boasting Pilot." The above, reproduced from a separate chart, is also in the British Museum. It is not included in the Museum copy of the chart of 1694. The "Dictionary of National Biography" states that he is one of the English hydrographers."

BRISTOL PRIVATEERS AND SHIPS OF WAR

BY

COMMANDER J. W. DAMER POWELL

D.S.C., R.D., R.N.R.



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To
MY FATHER

"Howbeit, seeing no man to step forth to undertake the recording of so many memorable actions, but every man to follow his private affairs: the ardent love of my country devoured all difficulties, and as it were with a sharp goad provoked me and thrust me forward into this most troublesome and painful action."

Richard Hakluyt.

"Vouchsafe to pardon if a seaman's style
be like what he most converseth with."

Captain Thomas James to King Charles I.

"Keep then the sea, that is the wall of England."

Libel of English Policy, 1436.

PREFACE

THIS book is intended as a contribution to the maritime records of the writer's native city, which suffered a great loss when the Custom House was burnt down in the Bristol Riots of 1831. The dates of bonds and declarations are given as the official authority that the ship had a letter of marque, and they also serve as an index to Bristol records in the Public Record Office. Many of these of the sixteenth century are now decayed and almost illegible.

A large number of the illustrations are from prints and drawings, including a number after Nicholas Pocock, in the Bristol Museum and Art Gallery, and are reproduced by kind permission of the Chairman, Alderman J. Fuller Eberle, and the late Director, Dr. Herbert Bolton, D.Sc., F.R.S.E., to whose encouragement is due the writing of this book.

Nicholas Pocock, the well-known marine artist, was born at Bristol in 1741, and went to sea at an early age. In 1767 he sailed for South Carolina in command of the *Lloyd*, owned by Richard Champion, and in 1776 was master of the snow¹ *Minerva*. A manuscript journal of a voyage to Nevis in the latter vessel, beginning 24th April and ending 2nd June, 1776, illustrated with 31 drawings and seven full-page water-colour drawings, was sold by Messrs. Hodgson and Co. in 1913 for £32 10s. A large collection of his drawings was sold at the same time, including one of the *Trois Sœurs*, prize to the *Hornet*, which is not in the Bristol collection; there were no others of privateering interest. Seventeen drawings are from a portfolio entitled "*Views of Privateers Sailing out of Bristol Last War, 1778-81*, copied from the originals of my uncle's, 1808 (? by his nephew Nicholas, son of W. I. Pocock of St. Michael's Hill, Bristol)." Except *Fox* and *Lively* all the privateers drawn by Pocock are illegally flying a pennant, which was strictly reserved for the King's ships. Private ships of war and merchantmen flew the Red Ensign, the former being distinguished by an additional red ensign as a jack, first authorized in

¹ In the eighteenth century a snow differed from a brig in having a square mainsail and a boomless trysail, usually set on a trysail mast (but in some cases on a horse), abaft the mainmast. Brigs of the same period carried boom mainsails, but no square mainsail. (See article "The Snow," by Sir Alan Moore, M.B., *Mariners' Mirror*, ii. 38, 176.)

PREFACE

1694.¹ Pocock died at Maidenhead on 19th March, 1821, and was buried in Cookham Church, three miles away, where there is a small tablet to his memory, with nothing, however, to show that he was either a mariner or an artist. His painting of Rodney's victory over de Grasse on 12th April, 1782, sometimes called the Battle of the Saints, after some adjacent islets, is in the Merchants' Hall, Bristol.

Great pains have been taken to ensure accuracy in this book, which contains references to about 900 Bristol ships, and my sincere thanks are due to all those who have answered numerous letters of inquiry, and especially to Dr. J. A. Nixon, C.M.G., M.D., of Clifton, who has kindly allowed me to avail myself of his researches into the career of Thomas Dover. Also to Messrs. Charles Hill and Sons, for permission to inspect their existing records, dating from 1770; Mr. Francis Rogers, of Clifton, for extract from the *Greyhound's* log; Mr. L. W. Bide, of Clevedon, for photograph of Captain Shaw's monument; Mr. W. G. Perrin, O.B.E., Librarian of the Admiralty; Mr. Edward Heawood, M.A., Librarian of the Royal Geographical Society, for some geographical notes; Mr. J. Ardagh, of London, for permission to print two letters relating to Selkirk; Miss Phina Schrader, for assistance in extracting information in respect of the sixteenth and seventeenth centuries at the Record Office; Mr. Robert Orr, A.R.I.B.A., of London; and, lastly, to the Publisher and his staff for advice and careful assistance whilst the book has been going through the press. I wish also to thank the Navy Records Society for permission to reproduce three ballads from *Naval Songs and Ballads*, edited by Sir Charles Firth in 1896, and two documents from Marsden's *Law and Custom of the Sea*. The year dates of the first three months in years prior to 25th March, 1752, are given in New Style. When possible, place-names are spelt in accordance with the ruling of the Royal Geographical Society's Permanent Committee on Geographical Names.

May, 1930.

J. W. DAMER POWELL.

¹ Although recorded in 1687, this was the earliest specific use of the Red Ensign in its present form (except for St. Patrick's saltire). At the Union with Scotland in 1707 all "merchant ships and vessels belonging to any of our subjects" were ordered to fly the Red Ensign, shared in common with the Royal Navy, of which it was the principal and senior ensign until 1864, when the White Ensign was adopted. Prior to 1707 the Red Ensign with St. George's cross in canton was the principal ensign of the King's ships from 1625, and of merchantmen from 1674. The mark of distinction between a King's ship and a merchantman has been, since 1634, the Union Flag, now flown as a jack, and also, since 1674, a pendant. (W. G. Perrin, *British Flags*, 1922.)

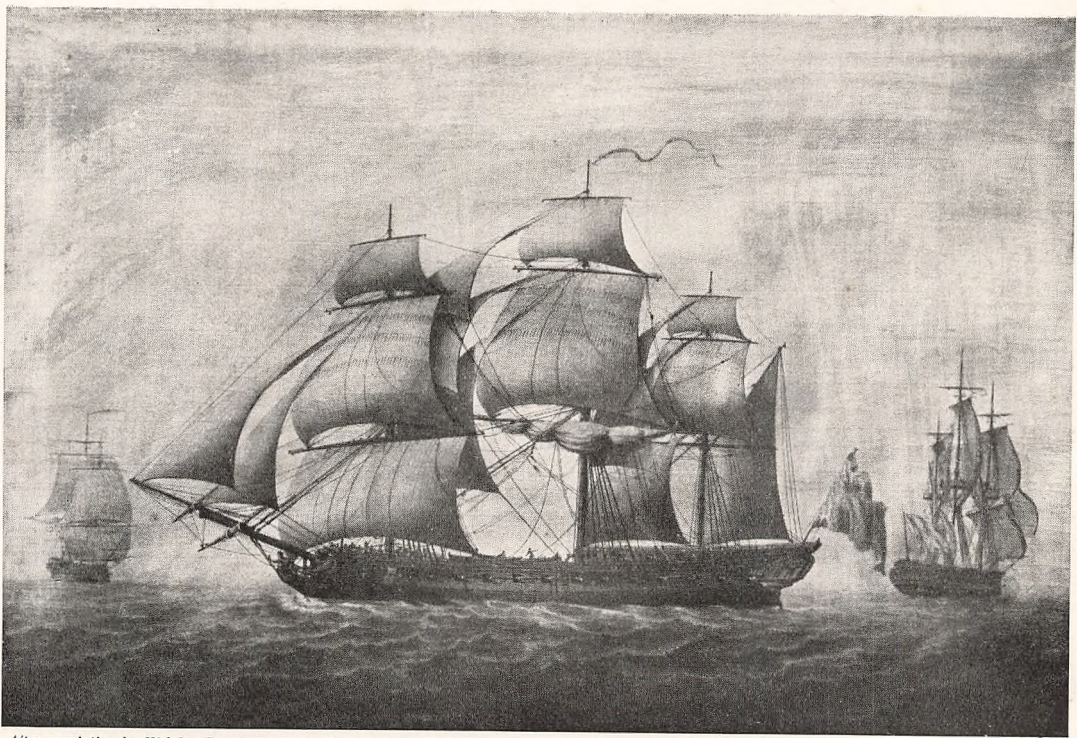
Christine Turner,

with best wishes from

J. W. James Powell.

Xmas 1937.

BRISTOL
PRIVATEERS
AND
SHIPS OF WAR



After a painting by Nicholas Pocock in Bristol Museum and Art Gallery.

H.M.S. ARETHUSA, BUILT AT BRISTOL IN 1781.

PUBLISHERS' NOTE

THE Publishers wish to express their thanks, for assistance received in the production of this book, to the Bristol Museum and Art Gallery for permission to reproduce the very interesting prints in their possession which are included in this volume, to the Bristol Central Library, the Society of Merchant Venturers, the Bristol Municipal Charity Trustees, Mr. H. Whitfeld of Plymouth, Messrs. F. G. Warne & Co. for use of pictures or blocks, to Miss N. Dermott Harding, B.A., of the Archives Department of the Corporation of Bristol, to Mr. John E. Pritchard, F.S.A., to the Map Department of the British Museum, the Imperial War Museum, the Science Museum, South Kensington, and to Dr. F. H. H. Guillemard of Cambridge.

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LIST OF ABBREVIATIONS

Cal. S. P., Dom.	Calendars of State Papers, Domestic.
D.N.B.	Dictionary of National Biography.
L.M.	Letter of Marque.
L.M.D.	Letter of Marque Declaration.
N.R.S.	Navy Records Society.
P.R.O.	Public Record Office.
Wadley, <i>Bristol Wills</i> .	<i>Wills of Great Orphan Book and Book of Wills</i> , by Rev. T. P. Wadley, 1886.

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INTRODUCTION

THE fighting records and services of merchant vessels may be divided into three main classes of Hired Ships, Private Ships of War, and Merchantmen proceeding "upon their lawful occasions."

The first of these consists of vessels hired by the Crown for service in the Royal Navy, a practice which has been followed from the earliest times and reached its zenith in the War of 1914-19, when more than 4,000 merchant and fishing vessels were commissioned under the White Ensign. These vessels formed an integral part of the Royal Navy in every respect, and each was entitled to the prefix "His Majesty's Ship," which by Article 31A of the *King's Regulations and Admiralty Instructions* is "confined strictly to commissioned ships flying the White Ensign and is not to be applied to those fleet auxiliaries which are manned with mercantile crews." To the former category belonged the fleet of Messrs. P. and A. Campbell, which honourably continued the line of Bristol ships that have served the Crown through such campaigns as Crécy, Agincourt and the Armada. The term "hired ship" conceals the fact that all merchantmen can still be impressed or arrested for the King's service if required in time of war. These vessels are sometimes called "armed ships" in naval histories and newspapers, but as all ships were at one time more or less armed, the former term is preferable to avoid confusion; "hired ship" also has the authority of a Navy List of 1666.¹ The first two chapters of this book are therefore a contribution to the history of the Royal Navy, now represented in Bristol by H.M.S. *Flying Fox* and the Bristol Division of the Royal Naval Volunteer Reserve. The remainder relates to the Merchant Navy, or, to use a term officially adopted in Navy Lists from at least as early as 1700, the Merchant Service.²

The second class, Private Ships of War, was sub-divided into Letter of Marque Ships and Privateers, though there was not any clear distinction

¹ In Hereford Public Library, (*Illustrated London News*, 28th July, 1928).

² Laird Clowes, *History of the Royal Navy*, ii. 232. "Merchant Service," spelt with capital letters in Navy Lists and on Board of Trade certificates, is a convenient, but erroneous, term derived from "merchants' service," or to quote Clarendon (1609-1674), "the service of the merchants," which it still is.

INTRODUCTION

between the two until the eighteenth century, and even then the word "privateer" was often used indifferently for both. The former derived their name from "letters of marque, mart or reprisal," which were licences or commissions granted by the Sovereign to subjects authorizing them to make reprisals for losses sustained at the hands of subjects of other states either in war or peace. An applicant for a letter of marque had to state the amount of his loss to the Admiralty Court, and was allowed to recoup himself to the value of that sum, which he was forbidden to exceed, by seizing the ships and goods of the aggressor. The practice of requiring proof of loss lasted to the Spanish War of 1625-1630, and bonds were given as security for good behaviour from as early as 1549. This system may be defined as "particular reprisals." Later in the seventeenth and in the eighteenth centuries letters of marque were granted to vessels in time of war only, for the sole purpose of cruising against the enemy, or in other words for "general reprisals."

The term "private man-of-war" first appears in 1646, when instructions were signed for Captain William Davies of the *Three Kings* of Dover, 250 tons, 17 guns, "a private man-of-war in her way of merchandise." The *New English Dictionary* gives 1664 as the earliest date for "privateer," which is used by Pepys in his *Diary* the following year, and in 1695 occurs the earliest instance of "letter of marque" applied to a ship as distinct from a document, in a quotation from Luttrell's *Brief Narration*: "Three letters of mart ships are ordered to the West Indies." The form "letter of marque man" is also met with in 1703, and although the term "letter of marque ship" is found throughout the eighteenth century the last word was often dropped, and a ship was called a "letter of marque," which was in fact the name of the commission granted to her. Before the introduction of "privateer," the term "man-of-war" was used, which in earlier times was not strictly confined to the King's ships as it was later. In the seventeenth century there was also the Dutch word "caper," which does not appear to have been much used by English seamen.

In the eighteenth century there was a clear distinction in practice between privateers and letter of marque ships, though there was not in law, and the official papers relating to both were exactly the same as they always had been.

Privateers were vessels fitted out by their owners as private men-of-war to cruise against the enemy, in the same way as public men-of-war

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were fitted out by the State. A privateer did not carry cargo, and was therefore able to carry a large crew, which was necessary for sending prizes into port, and her crew did not as a rule receive regular wages, but was paid on the share system. Privateers were sometimes specially "built for the purpose," but were more often merchantmen which returned to their ordinary trade on the conclusion of a cruise at the owner's convenience.

Letter of Marque Ships were merchantmen engaged on their ordinary trading voyages, which by virtue of the possession of letters of marque were legally allowed to make prizes of enemy vessels if opportunity offered, or in other words they were given the right of attack. Their crews were paid regular wages with the addition of prize-money, but they could claim no exemption from the press-gang, though sometimes "protections" were granted for varying periods of time. It has been said that letter of marque ships were exempted from convoy, but this seems to have been optional, and a large number of Bristol ships which sailed in the West Indian convoys were supplied with letters of marque by their owners.

To take out a letter of marque it was necessary for a warrant to be issued by the Lord High Admiral or Commissioners of the Admiralty directed to the Judge of the Admiralty Court. The commander, or his deputy, then attended and made a declaration, giving the name of the ship, tonnage, guns, munitions, number of crew, the name of the commander, and in the following order the names of the lieutenant, gunner, boatswain, carpenter, cook, surgeon and owners. The term "commander" is invariably used in official papers and newspapers, and never "master," which was originally the name of a subordinate officer who was sometimes carried in privateers in addition to the commander. The second captain sometimes mentioned is the lieutenant of the declaration. In the American Revolutionary War lieutenant becomes "mate or lieutenant." The commander was obliged to enter into a bond and find bail for the observance of his articles. In the Public Record Office there are 111 volumes of Declarations dating from 1689 to 1814, and 229 bundles of Bonds and Warrants, dating from 1549 to 1815, many of which have been used in the compilation of this book.

The third class, Merchantmen, has only the right of defence, and a merchant vessel, not possessing a letter of marque, which attacked an enemy's ship was guilty of piracy. It has been recognized from time

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immemorial that merchantmen have the right of defending themselves when attacked by an enemy, and several British steamships were armed for that purpose prior to the outbreak of the last war. Some vessels attacked in the late war were technically unarmed, as they had no guns, but as a ship's stem makes a potential ram, it was sometimes employed as a useful weapon against submarines. This was done by Captain Charles Fryatt of the *Brussels*, but the old "custom of the sea" was not recognized by the Germans.

The best-known names associated with Bristol privateering are Martin Pring, Thomas James, Woodes Rogers, William Dampier, Thomas Dover and Alexander Selkirk, who are all noticed in the *Dictionary of National Biography*.

Pring's fighting experience was gained chiefly in the armed merchantmen of the East India Company. These were the ships that laid the foundations of our Indian Empire, in face of the active hostility of the Portuguese and Dutch, and the number of Bristol men serving the Company in its early days has been little noticed. Besides Pring, Thomas Aldworth, Edward Haines and Richard Steel, the Ninth Voyage was commanded by Captain Edmund Marlowe, "of Bristol." He sailed from Gravesend with one ship, the *James*, on 1st February, 1612, and after calling at Bantam, arrived at Pettapoli, on the east coast of India, 10th June, 1613, where a factory was first successfully settled for the Company.¹ When at Patani in August, 1614, the *James* sailed to Singora, another port in Siamese Malaya, which she was the first English ship to visit, and here Marlowe tried to establish a factory, but without success. The *James* sailed from Bantam homeward bound on 21st January, 1615, and "within 100 leagues from Bantam died our captain Master Edmund Marlowe, an excellent man in the art of navigation, and all the mathematicks."² This is the best that can be said for him, as he continually quarrelled with his merchants, who give him a very bad name, stating that he "governed at sea with much brawling and little justice, and ashore with much greatness without skill, consuming

¹ The *Encyclopaedia Britannica* gives Captain Anthony Hippon of the *Globe* the credit for this. Hippon arrived at Pettapoli on 18th August, 1611, and landed merchants to found a factory, but it was abandoned on 11th February, 1612, when the *Globe* returned from Masulipatam. Marlowe's factory at Pettapoli lasted until 1687. Hippon was successful in founding a factory at Masulipatam, and was the first Englishman to reach the east coast of India and Siam by sea.

² *Purchas His Pilgrims*, 1625 (MacLehose edition, 1905, iv. 88). Narrative of voyage by the master, John Davis of Limehouse.

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more money than was necessary," and that he "scorns and disdains the name of merchant."¹

Bristol was associated with the first English voyage round the world by the privateer *Golden Hind* in 1577-80, through John Winter, captain of the *Elizabeth*, and second in command. This was a voyage of reprisals undertaken by Drake to make good his losses at the hands of the Spaniards, notably at their treacherous and unprovoked attack on John Hawkins and his squadron at San Juan de Ulloa in 1568, when Drake commanded the *Judith*. The *Elizabeth* returned home from Magellan's Straits, and Winter has been blamed by many writers for his desertion of Drake, but Miss E. G. R. Taylor by her recent discovery of two important documents in the British Museum, one being Winter's report, states that the latter proves that "the Master flatly refused to steer west, and since contrary winds forbade making for Peru, Winter reluctantly turned homewards," and that "he must be definitely absolved from the charge of desertion repeatedly made against him."² John Winter was the eldest son of George Winter, who formerly lived at Whitsun Court on the north side of St. James's Church. The latter contributed £500, and his younger brother, Sir William Winter, £750, towards the expenses of the voyage. George Winter died 29th November, 1581, at Dyrham, near Bristol, which he had purchased in 1571, and where there is a monument to his memory. His sister-in-law, Emma Brayne, married Sir Charles Somerset (1534-1598), to whom there is a monument in St. James's Church. John Winter was born 1st May, 1556, possibly at Bristol. Samuel Purchas, who continued Hakluyt's good work in preserving the records of English voyages, says that he met Winter at Bath in September, 1618, and was told by him "that solemn possession was actually taken" of Magellan Straits for "the use of her Majesty and her successors."³ John Winter died 22nd August, 1619. There is a monument to his brother, William Winter, who died 21st April, 1632, in Clapton-in-Gordano Church, near Bristol.⁴

¹ *Letters received by E.I.C. from its Servants in the East*, ii. 118.

² *Geographical Journal*, lxxv. 47 (January, 1930).

³ Purchas, xvi. 136.

⁴ The arms of Winter, SABLE, A FESSE ERMINE, A CRESCENT FOR DIFFERENCE, were at one time to be seen at Whitsun Court, and owing to ignorance of the origin of the name, were appropriated by an over-zealous relative to John Whitson, who had nothing whatever to do with the locality. "Whitsun" refers to the old Whitsuntide fair, and the present Whitson Street is a misnomer (see Latimer, "Alleged Arms of John Whitson," *Proceedings Clifton Antiquarian Club*, v. 268; for Winter family see also C. E. H. Chadwyck Healey, *History of Part of West Somerset*, 1901).

INTRODUCTION

A privateer action is associated with a mural monument in the south porch of St. James's Church, to, among others of his family, Lieutenant Ezekiel Nash, R.N., who died 16th April, 1803, aged 73.¹ The inscription records that "upon the death of Robt. Mann, Esq., captain and Thos. Day, 1st Lieut., who were both killed on the 8th March, 1762, in an engagement with a French ship; He succeeded to the command of His Majesty's Frigate the *Milford*." Laird Clowes states that a "somewhat notable capture of a privateer was made on the night of 7th March, 1762. The *Milford*, 28, Captain Robert Mann, fell in with the *Gloire*, a French letter of marque, mounting 16 six-pounders, besides swivels, bound to San Domingo, and took her after a sharp action. The *Milford* lost only 4 killed and 13 wounded, but among the former were Captain Robert Mann and his first lieutenant."² An anchor, dismounted gun and weapons are sculptured on the monument.

So far as privateering is concerned, this book deals only with the part taken by Bristol private ships of war in supplementing the work of, and in some cases co-operating with, the ships of the Royal Navy in the task of defeating the enemy. The late Sir John Knox Laughton says in his *Studies in Naval History* that "privateers were, in their day, a most important item in the naval strength of the country, with this additional and especial merit, that they were most numerous and strongest when the royal navy was weakest or most severely taxed," and that they were "an effective constituent of England's naval power, notwithstanding the many abuses to which the system was liable." This system of private and legalized sea warfare, of which the earliest English record is in 1243, was not given up by Great Britain until the Declaration of Paris, 16th April, 1856.

Privateers had no counterpart in the last war. The modern representatives of the men that sailed in them carried on in the Merchant Service or were absorbed into the Navy through the Royal Naval Reserve. The latter, founded in 1859 (the first rating being enlisted at Bristol),³ is a very much better and more homogeneous system of reinforcing the Royal Navy, and the closer that co-operation between the sea services can be established the better for all concerned, both in peace and war.

¹ Lieutenant Nash was the son of William and Ann Nash of Burial Farm, St. Cuthbert's Parish, Wells. The latter was the daughter of Richard and Elizabeth Romney of Wrington, Somerset, and "nearly related to the great John Lock and Lord Chancellor King." She died 11th March, 1777, aged 85.

² *The Royal Navy*, iii. 308.

³ F. C. Bowen, *History of the Royal Naval Reserve*, 1926, p. 74.

PART I
KING'S SHIPS

CHAPTER I

SHIPS OF THE ROYAL NAVY BUILT AT BRISTOL

THE following ships are in chronological order of launching, with name of builder on first line :—

ISLIP. 22 guns. Francis Bailey.

Fifth rate ; launched in March, 1654. The *Islip* sailed in June commanded by Captain Edward Tarleton, and was soon afterwards reported by Captain Grumwell of the *Richard and Mary* to be “ the best sailer he ever saw.” The *Islip*, however, was not a success, as in November it is stated that she was “ so crank sided that she cannot bear sail when it blows without danger,” and a month later Captain Tarleton writes to the same effect, and thinks that the shipwright had “ made a mistake.” The *Islip* was wrecked near Inverlochy on 24th July, 1655, with the sequel that Captain Tarleton and the master, John Sayers, were deprived of half their pay for neglect of duty.¹ This ship was named after a village in Oxfordshire where Cromwell defeated the Royalists in a cavalry skirmish on 24th April, 1645.

NANTWICH. 425 tons gross. 319 tons net. 28 guns. Francis Bailey.

Fourth rate ; launched in March, 1655. This ship was 86.8 ft. long ; 26.4 ft. beam ; 10.4 ft. depth of hold ; and 12.6 ft. draught. The *Nantwich*, named after Fairfax's victory over the Royalists of 25th January, 1644, was renamed BREDA at the Restoration in 1660. On 3rd June, 1665, the *Breda* took part in the battle of Lowestoft with the Dutch, where her captain, Robert Kirby, was killed. She again lost her captain, Joseph Sanders, in the fight on St. James's Day, 25th July, 1666, and on the following 15th August was wrecked on the Dutch coast.

¹ *Calendars of State Papers, Domestic* (1654), 509, 568, 587 ; (1655), 553.

BRISTOL PRIVATEERS AND SHIPS OF WAR

ST. PATRICK. 52 guns. Francis Bailey.

Launched in May, 1666; Latimer says in his *Annals of Bristol in the Seventeenth Century* that "some rejoicing took place on the occasion, the Corporation inviting many of the county gentry to witness the spectacle, and liberally entertained them." The *St. Patrick*, Captain Robert Saunders, sailed on 28th July, "fully manned from the Virginia fleet." In August she engaged six French privateers, sank three, sent two into Portsmouth and kept the remaining one, a vessel of 30 guns, with her. At the end of the year the *St. Patrick* joined a squadron of six ships commanded by Captain Robert Robinson, which was sent to Göteborg to convoy home a fleet of merchantmen. On 25th December they fell in with a Dutch squadron of five ships and captured three of them.

On 5th February, 1667, the *St. Patrick* in company with the *Malaga Merchant*, Captain William Seeley, fell in with the Dutch ships *Delft*, 34, and *Schakerloo*, 28, off the North Foreland; "Saunders, who was short of his proper complement of 220 men, engaged the enemy with spirit, running alongside the *Delft* and attempting to board her. Seeley, however, instead of rendering assistance, made off and took refuge in the Downs; the result being that the *St. Patrick* was presently boarded on the other side by the *Schakerloo*, and after a fierce hand-to-hand fight, in which Saunders and many of his men were killed, was taken."¹ Captain Seeley for his misbehaviour was court-martialled and shot. In this action the *St. Patrick* mounted 48 guns, and she is described by Pepys in his *Diary* as "a most excellent good ship."

EDGAR. 1,046 tons. 64 guns. 445 men. Francis Bailey.

This ship was launched on 29th July, 1668. Latimer states that her size "greatly exceeded that of any previously built in Bristol, and the ceremony, which took place in the presence of members of the Corporation, is said to have attracted upwards of 20,000 spectators." The *Edgar* is referred to by Pepys, who visited Bristol on 13th June, 1668; he says in his *Diary* that he went "to see the new ship building by Bally, neither he nor Furzer² being in town. It will be a fine ship, spoke with the foreman, and did give the boys that kept the cabin 2s." She was expressly named in honour of King Edgar, who was crowned at Bath in 973, and buried

¹ Laird Clowes, ii. 434.

² Daniel Furzer, Surveyor of the Navy, 1699-1706.

SHIPS OF THE ROYAL NAVY BUILT AT BRISTOL

in Glastonbury Abbey in 975, where he is still commemorated by the Edgar Chapel. He was one of the earliest English kings to have a fleet.

The *Edgar* was 154 ft. long; 39 ft. beam; and 18 ft. draught. In the Third Dutch War the *Edgar*, commanded by Captain Sir William Reeves, was present on 25th May, 1673, at the first battle of the Schooneveld between Rupert and De Ruijter; Sir William Reeves sent a fireship alongside the *Gouden Leeuw*, flagship of Cornelis Tromp, and forced him to shift his flag. She also took part in the two battles which followed, the second Schooneveld on 3rd June and the Texel on 11th August. In the War of the Grand Alliance the *Edgar*, commanded by Captain Sir Cloudesley Shovel, was present on 1st May, 1689, at the battle of Bantry Bay between Herbert and Châteaurenault; on 30th June, 1690, at the battle of Beachy Head where the English and Dutch under the Earl of Torrington (Arthur Herbert) were defeated by Tourville, Captain John Jennifer of the *Edgar* being mortally wounded; and on 19th May, 1692, commanded by Captain John Torpley, took part in the battle of Barfleur.

In 1700 the *Edgar* was rebuilt at Portsmouth, her tonnage being increased to 1,199 tons, and in 1709 was again rebuilt at Rotherhithe.

In 1711 the *Edgar*, commanded by Captain George Paddon, and flying the flag of Rear-Admiral Sir Hovenden Walker, with a fleet of 20 warships and 31 transports carrying 5,300 troops, sailed on our third expedition against Quebec.¹ Owing to thick weather in the mouth of the St. Lawrence, eight transports were wrecked and 884 men drowned. The project was then abandoned and the fleet returned to England. On October 15th the *Edgar* blew up at Spithead with the loss of several hundred lives, the admiral and Captain Paddon being on shore at the time. Captain H. S. Lecky, C.B., A.M., R.N., in his book *The King's Ships*, from which some of the foregoing notes are taken, prints "The Dismal Lamentation of the Widows and Fatherless Children for the loss of their Husbands and Relations that was blown up on board the *Edgar* man of war," which is in the Douce Collection at the Bodleian Library, Oxford.

OXFORD. 670 tons. 54 guns. 280 men. Francis Bailey.

Built in 1674; length 109 ft.; beam 34 ft.; draught 17 ft. 8 in. The *Oxford*, Captain James Wishart, was present at the battle of Barfleur on 19th May, 1692. In July, 1723, the *Oxford* went into dock at Portsmouth,

¹ The second was under Sir William Phipps in 1690; an extract from Admiral Walker's *Journal*, published 1720, is to be found in Parkman's *A Half Century of Conflict*, 1892. (See page 69.)

BRISTOL PRIVATEERS AND SHIPS OF WAR

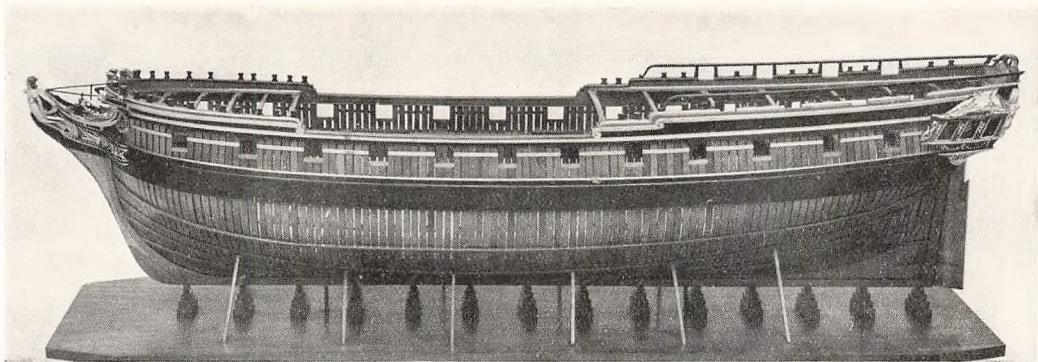
was taken to pieces, rebuilt, and again launched in July, 1727. Her dimensions were now : length 134 ft. 6 in. on gun deck ; 109 ft. 10 in. on keel ; 36 ft. 3 in. beam ; and 15 ft. 2 in. depth ; 767 tons. In 1742 the *Oxford* was commanded by Captain Lord Harry Powlett, and on 11th February, 1744, was present at the indecisive battle of Toulon between Admiral Thomas Matthews and a Franco-Spanish fleet under Admirals de Court and Navarro. In July, 1747, the *Oxford*, Captain Smith Callis, in company with the *Shoreham*, 24, and *Falcon*, 14, failed to bring the Spanish *Glorioso*, 74, to action, for which Captain Callis was afterwards court-martialled. The *Glorioso* was engaged on 6th October by the London privateer *King George*, Captain George Walker. In 1748 the *Oxford*, Captain Edmund Toll, was in the West Indies with Rear-Admiral Charles Knowles. On 8th March she was present at the capture of Port Louis, Hispaniola, and on 1st October at the battle of Havana between Knowles and a Spanish squadron commanded by Vice-Admiral Reggio. In October, 1758, the *Oxford* was docked at Plymouth, "taken to pieces and the dock cleared."

NORTHUMBERLAND. 1,050 tons. 70 guns. 460 men. Francis Bailey.

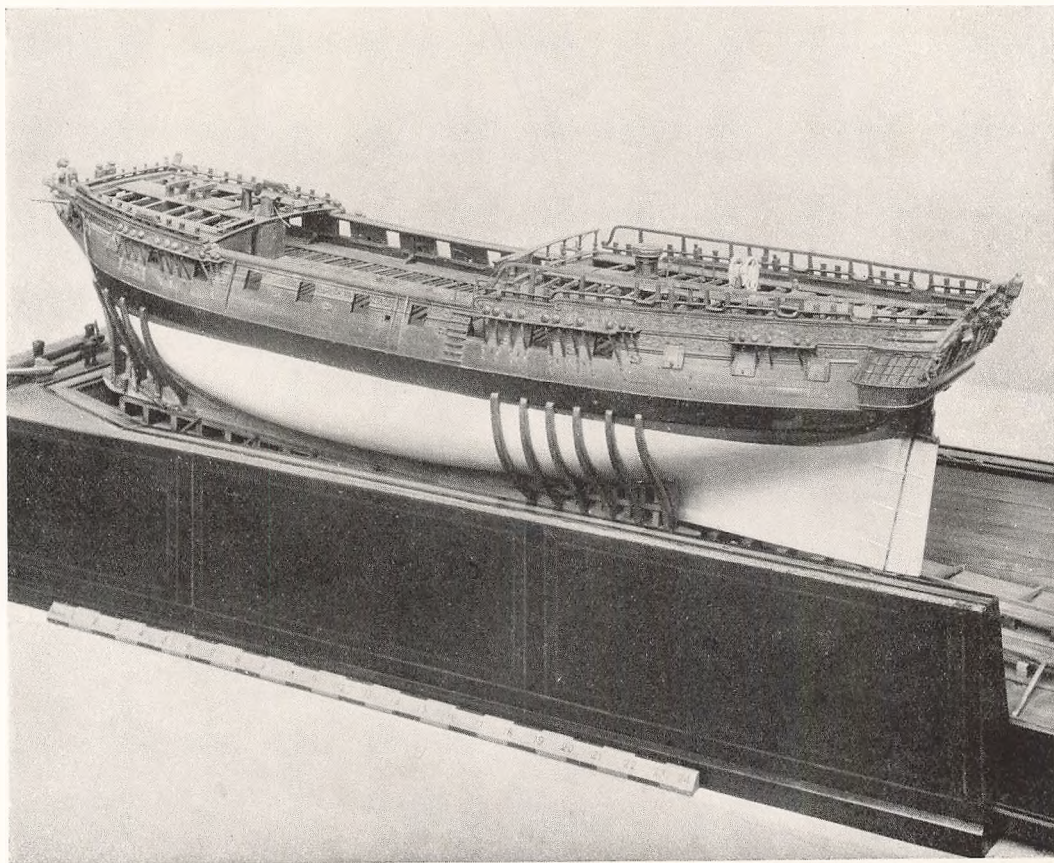
Built in 1679 ; length 137 ft. ; beam 40 ft. 4 in. ; depth 17 ft. ; draught 18 ft. In 1692 the *Northumberland*, Captain Andrew Cotten, was present at Barfleur, and on 12th October, 1702, commanded by Captain James Greenaway, flying the flag of Rear-Admiral John Graydon, took part in Rooke's attack on Vigo. The *Northumberland* was lost on the Goodwins in the "Great Storm" of 27th November, 1703, with Captain Greenaway and the whole of his crew of 220 men. H.M.S. *Canterbury*, 6, storeship, Captain Thomas Blake, was also wrecked at Kingroad in this gale, Captain Blake being drowned.

GLOUCESTER. 896 tons. 60 guns. Thomas Clement.

Built in 1694 ; length 145 ft. ; beam 37 ft. ; draught 16 ft. On 26th October, 1709, the *Gloucester*, Captain John Balchen, with the *Hampshire*, in charge of a convoy off the Irish coast, was engaged by five ships under Duguay-Trouin. Captain Lecky says : "The *Hampshire* managed to escape in a shattered condition, but the *Gloucester*, after she had been reduced to the condition of a shambles, was compelled to surrender and was carried into Rochefort." The French sold the *Gloucester* to the Spaniards, and she was in their Navy for many years as the *Conquistador*.



MODEL OF H.M.S. MEDEA, BUILT AT BRISTOL, 1778, IN BRISTOL MUSEUM.



MODEL OF H.M.S. CLEOPATRA, BUILT AT BRISTOL, 1779, IN SCIENCE MUSEUM,
SOUTH KENSINGTON.

SHIPS OF THE ROYAL NAVY BUILT AT BRISTOL

MEDEA. 28 guns. James Martin Hilhouse.

Launched on 28th April, 1778. Cornwallis, afterwards the celebrated admiral, was the first captain appointed to this ship,¹ and personally superintended her fitting out from May until the following August, when he transferred to the *Lion*. On 20th October, 1778, the *Medea*, Captain James Montagu,² when cruising off Cape Finisterre, in company with the *Jupiter*, 50, Captain Francis Reynolds, fell in with the French 64-gun ship *Triton*. The two British ships ranged up one on each side and a two hours' action took place until the *Triton* drew off in the night with 13 killed, about 50 wounded and with 50 shot in her hull. The *Medea* was struck forward below the water-line soon after the fight commenced, and had one man killed and three wounded, while the *Jupiter* lost three killed and seven wounded. Captain Montagu was succeeded on 3rd October, 1780, by Captain Henry Duncan, a Scotsman, who had entered the Navy from the Merchant Service as an able seaman in 1755. Shortly afterwards the *Medea* sailed for New York, and on 16th March, 1781, she was present at the battle of Cape Henry between Vice-Admiral Marriot Arbuthnot and M. des Touches. There were eight line-of-battle ships and a few frigates on each side, but the action was indecisive. The *Medea* returned to England in the following October, when Captain Duncan was appointed to the *Ambuscade*. His journal of the *Medea's* commission has been printed by the Navy Records Society in the *Naval Miscellany*, Vol. I.

In 1783 the *Medea*, Captain Erasmus Gower, was in Indian waters taking part in the campaign between Vice-Admiral Sir Edward Hughes and Suffren, one of the greatest of French admirals. On 16th January she took the *Chasseur*, 20, with important dispatches on board, and on 30th January her boats, commanded by the first lieutenant, James Rutherford, took the Dutch ship *Vryheid*, 50, off Cuddalore; the prize was unfortunately wrecked soon afterwards in Madras Roads. On 20th June the *Medea* was present at the battle of Cuddalore, the last of five fleet actions fought between Hughes and Suffren, and nine days later she brought the latter news that hostilities had been concluded. In 1801 the *Medea* was fitted out as a hospital ship at Portsmouth, and sold there in 1804. A large unrigged model of this ship is in Bristol Museum, and Messrs. Charles Hill and Sons, the successors of J. M. Hilhouse, have a half-model at their offices.

¹ Cornwallis-West, *Life and Letters of Admiral Cornwallis*, 1927.

² Killed in Battle of the 1st June, 1794, when commanding *Montagu*, 74.

BRISTOL PRIVATEERS AND SHIPS OF WAR

CRESCENT. 611 tons. 28 guns. 200 men. James Martin Hilhouse.

Launched in 1779; length 121 ft.; beam 34 ft.; draught 10 ft. The *Crescent* sailed on 8th May, but met with heavy weather and was obliged to put back to refit. On 30th May, 1781, the *Crescent*, Captain Hon. Thomas Pakenham, in company with *Flora*, 36, Captain W. P. Williams, fell in with the Dutch 36-gun frigates *Castor* and *Briel* off Ceuta. The *Flora* was successful in taking the *Castor*, but the *Crescent* struck to the *Briel*, after a two and a half hours' action, in which she lost 26 killed and 67 wounded. Soon afterwards the *Flora* recaptured the *Crescent* from the *Briel*, which escaped into Cadiz. On 19th June, when off Cape Finisterre, the two British frigates with their prize, the *Castor*, were engaged by the French 32-gun frigates *Friponne* and *Gloire*, which captured the *Crescent* and *Castor*, the *Flora* alone escaping.

CLEOPATRA. 689 tons. 32 guns. 222 men. James Martin Hilhouse.

This ship, the first of her name, was built in 1779. Length of gun-deck 126.4 ft.; length of keel 104.5 ft.; beam 35.2 ft.; depth in hold 12.1 ft. On 5th August, 1781, the *Cleopatra*, Captain Hon. George Murray, was present at the battle of the Dogger Bank, between Vice-Admiral Hyde Parker and the Dutch under Zoutman. On 17th February, 1805, the *Cleopatra*, Captain Sir Robert Laurie, Bart., was taken after a severe action by the 46-gun ship *Ville de Milan*, 1,097 tons. Six days later the French ship and her prize were taken by the *Leander*, 50, Captain John Talbot. On 22nd January, 1809, the *Cleopatra*, Captain Samuel Pechell, helped to capture the *Topaze*, 40, at Guadeloupe, and in February was present at the capture of Martinique by Rear-Admiral Hon. Alexander Cochrane and Major-General Frederick Maitland. The *Cleopatra* was broken up at Deptford in 1814, and her model may be seen at the Science Museum, South Kensington. She was designed by Sir J. Williams, Surveyor of the Navy, 1771-1785, the original armament being 26 twelve-pounders on gun-deck, 4 six-pounders on quarter-deck and 2 on forecastle; but later the quarter-deck guns were replaced by 10 twenty-four-pounder carronades.

ARETHUSA. 948 tons. 38 guns. 240 men. James Martin Hilhouse.

Launched on 10th April, 1781; length 141 ft. 1 in.; beam 39 ft.; depth 13 ft. 9 in. The *Arethusa* was pierced for 44 guns: 28 eighteen-pounders on main deck, 8 nine-pounders and 4 eighteen-pounder carronades on

SHIPS OF THE ROYAL NAVY BUILT AT BRISTOL

quarter-deck, 2 twelve-pounders and 2 eighteen-pounder carronades on forecastle.¹ This ship, the second of her name, was the successor of the "Saucy *Arethusa*," the latter being a French prize, the *Aréthuse*, 32, taken by the *Venus*, Captain Thomas Harrison, off the coast of Brittany on 18th May, 1759. She had an uneventful history, except for her action with the *Belle Poule*, fought on 17th June, 1778, celebrated in a ballad written by Prince Hoare, and was wrecked off Ushant on 19th March, 1779. The Bristol *Arethusa* had a much more notable career, and was first commissioned by Captain Sir Richard Pearson, formerly of *Serapis*, who had been knighted after his defeat and capture by John Paul Jones in the *Bonhomme Richard*.² Latimer in his *Annals of Bristol in the Eighteenth Century* states that "the *Arethusa* for many years enjoyed a special popularity among Bristolians." In December, 1781, she formed part of the fleet under Rear-Admiral Kempenfelt, which, off Ushant, attacked and dispersed a French convoy under de Guichen. On 23rd April, 1794, the *Arethusa*, commanded by Captain Sir Edward Pellew, afterwards Lord Exmouth, was one of a squadron of five frigates under Commodore Sir John Borlase Warren in the *Flora* which engaged and took three out of a squadron of four French frigates under Commodore Desgarceaux. Four months later the boats of the *Arethusa* and *Flora* attacked the corvettes *Alerte* and *Espion* in Audierne Bay, driving them ashore and taking 52 prisoners. In 1795 the *Arethusa*, Captain Mark Robinson, took part in the Quiberon expedition under Sir John Warren, and in 1797, when commanded by Captain Thomas Wolley, she formed part of the squadron under Rear-Admiral Henry Harvey, which captured Trinidad and made an unsuccessful attack on Porto Rico.

On 23rd August, 1806, the *Arethusa*, Captain Charles Brisbane, in company with the *Anson*, 44, engaged the Spanish *Pomona*, 34, and twelve large gunboats close to Moro Castle, Havana. After thirty-five minutes' fighting the *Pomona* struck, six of the gunboats were sunk, three blown up and the other three driven ashore. This action is the subject of a print by Thomas Whitcombe. At daylight on New Year's Day, 1807, the *Arethusa*, Captain Brisbane, who was senior officer, with the *Latona*, *Anson* and *Fishguard*, entered the harbour of Curaçoa. Captain Brisbane took his ship in until her jibboom projected over the town wall, and wrote the summons to surrender on the capstan. This was refused, and at 6.15 a.m. the British commenced the action. A frigate and corvette

¹ *Naval Review*, xvi. 652.

² On 23rd September, 1779.

BRISTOL PRIVATEERS AND SHIPS OF WAR

were taken, a fort was stormed, the fire of another fort was silenced, and by noon the whole island had submitted at a cost of 3 killed and 14 wounded. This, the most famous exploit of the *Arethusa*, is still commemorated in the name of H.M.S. *Curacoa*.¹

In 1813 Captain Frederick Chamier, the naval novelist, served in the *Arethusa* as a midshipman. He was apparently under the impression that she was the same ship which had been "immortalized in song," and is probably responsible for the origin of the myth that the "Saucy *Arethusa*" was built at Bristol. In his *Life of a Sailor*, 1833, Captain Chamier describes the stranding of the *Arethusa* on the Isle de Los off the West Coast of Africa, and on joining his next ship, the *Menelaus*, Captain Sir Peter Parker, one of the smartest frigates in the Navy, he makes the following comparison between the two vessels: "Everything here differed from the frigate I had just left; the yards were painted white instead of black; the men wore white hats, so did the officers; the gaskets for the sails were covered with bleached canvas; the mastheads were white, and, as for blocks, one might as well have looked for a poodle dog aloft as for one of these unsightly facilitators of work. All the dingy colours of the *Arethusa's* quarter-deck, 'dockyard yellow, made more doubtful from a flash of blue,' were exchanged for green-painted bulwarks and decks as white as snow." In 1814 the *Arethusa* was broken up at Sheerness. There is a small model in Bristol Museum and a half-model at Messrs. Charles Hill and Sons. In addition to the painting by Pocock, there is also a line engraving showing the *Arethusa* "in a storm off Plymouth," published by Carrington Bowles, 1783; another impression, 1800.

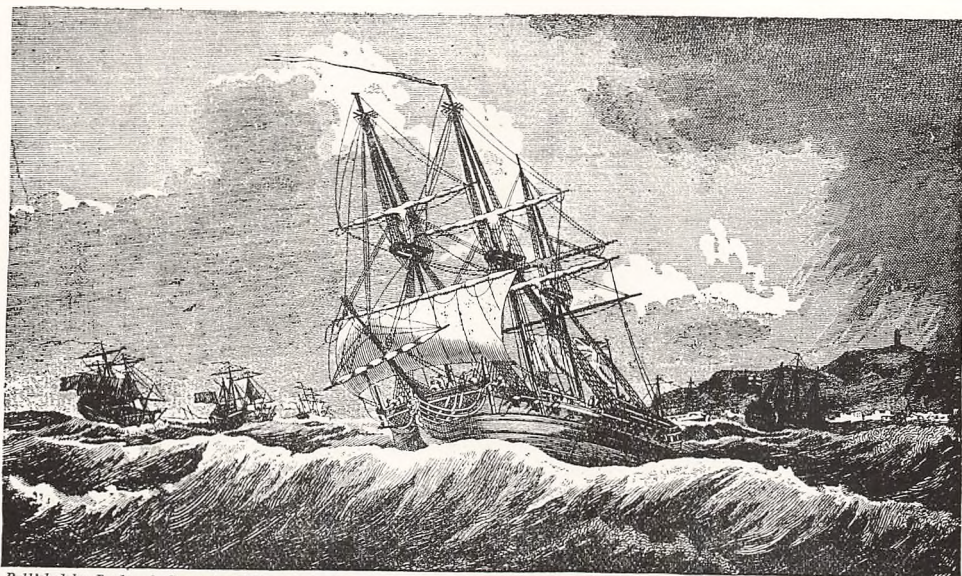
DIOMEDE.² 891 tons. 44 guns. James Martin Hilhouse.

Launched on 18th October, 1781, "an incredible concourse of people assembled on the occasion and it proved a noble launch." On 20th December, 1782, the *Diomedé*, Captain Thomas Frederick, in company with *Quebec*, 32, and *Astraea*, 32, engaged and captured off the Delaware after an eighteen hours' chase and a two hours' action the South Carolinian frigate, *South Carolina*, 40.³ On 22nd October, 1794, the *Centurion*, 50,

¹ Captain Brisbane was knighted and received the Navy Gold Medal of 1794 (only granted for 18 actions), and an augmentation of arms with the motto "Curaçoa." There are aquatints of Curaçoa after Captain Charles Lydiard of *Anson* and Thomas Whitcombe.

² See Note, p. 17.

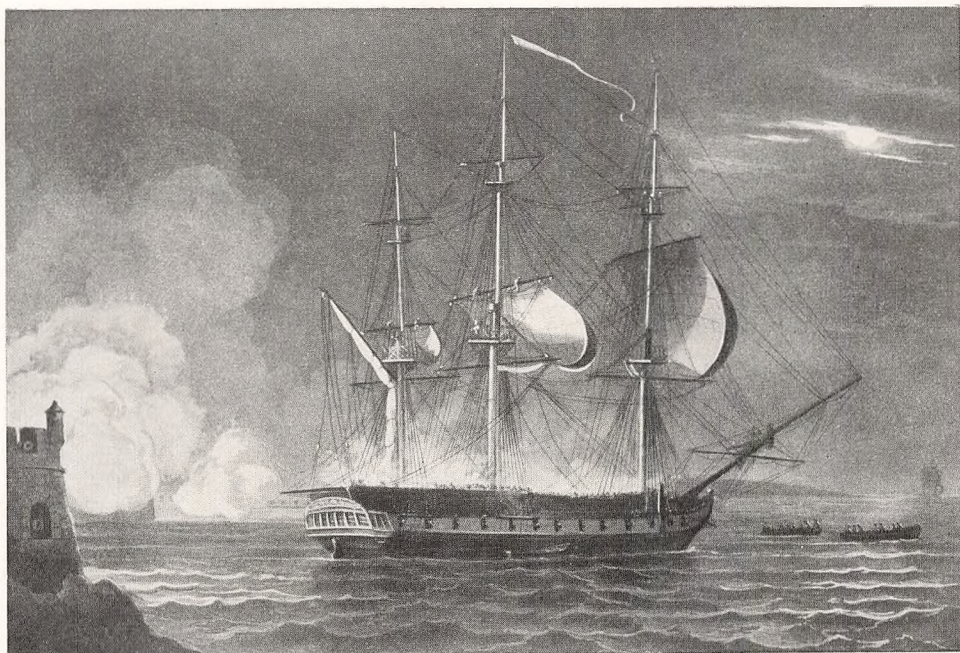
³ *Songs and Ballads of the American Revolution*, 1856, edited by Frank Moore, contains a satirical letter in verse describing this capture.



Published by Bowles & Carver in 1800.

THE ARETHUSA SCUDDING UNDER FORESAIL IN A STORM OFF PLYMOUTH.

(By permission from H. F. Whitfeld's *Plymouth and Devonport, in Times of War and Peace*, 1900.)



After Thomas Whitcombe. Engraved by Thomas Sutherland.

The Parker Gallery.

THE CUTTING-OUT OF THE HERMIONE BY THE BOATS OF H.M.S. SURPRISE
AT PUERTO CABELLO, 25TH OCTOBER, 1799.

SHIPS OF THE ROYAL NAVY BUILT AT BRISTOL

Captain Samuel Osborn, and *Diomede*, Captain Matthew Smith, engaged and chased four French ships off Mauritius. The latter escaped after the *Centurion* had sustained a loss of 3 killed and 24 wounded, but the *Diomede* did little or nothing, with the result that her captain was afterwards court-martialled and dismissed the service.¹ In 1795 the *Diomede*, Captain Matthew Smith, took part in the expedition commanded by Rear-Admiral Peter Rainier against the Dutch settlements in Ceylon. On 2nd August, when entering Back Bay near Trincomalee, with a transport in tow, the *Diomede* unfortunately struck on an uncharted rock and foundered.

HERMIONE. 715 tons. 32 guns. 220 men. Sydenham Teast.

Launched on 9th September, 1782. Length 129 ft.; beam 35 ft.; draught 15 ft. In May, 1794, this ship was one of a squadron of ten sail, commanded by Commodore John Ford, which with 1,400 troops attacked Port au Prince, San Domingo. On 3rd June the *Hermione*, Captain John Hills, with *Iphigenia*, 32, Captain Patrick Sinclair, bombarded a fort at Bernadou, and on the next day Port au Prince was taken possession of. The *Hermione* lost 5 killed and 6 wounded in the operations. On 22nd March, 1797, the *Hermione*, Captain Hugh Pigot, sent in her boats and brought out three French privateers with their twelve prizes from under a fort in Porto Rico, and on the following day landed and dismantled the battery without the loss of a man. On 20th April the *Hermione*, with four more vessels, arrived off Jean Rabel, San Domingo; the boats were sent in, and nine prizes brought out under a heavy fire, with no loss of life.

The *Hermione's* promising career was cut short by the well-known mutiny which occurred on the night of 21st September, 1797. When topsails were being reefed, Captain Pigot, who was an able but tyrannical officer, called out that he would flog the last man down, thus punishing the smartest men, who in reefing would be first out at the yard-arm. In their hurry to get down on deck two men fell from aloft and were killed, the captain thereupon ordering their bodies to be thrown overboard. To quote Captain Lecky: "The same night the crew rose in mutiny; three men, assisted by his coxswain, killed Pigot in cold blood and threw him out of the cabin windows.

¹ The sentence was quashed in 1798, but he was not again employed.

BRISTOL PRIVATEERS AND SHIPS OF WAR

They murdered three lieutenants, purser, doctor, captain's clerk, boatswain and lieutenant of marines, and mangled their bodies, which were thrown overboard. A midshipman was chased round the ship like a rat and then killed. The only officers spared were the gunner, carpenter and a midshipman. To complete their crime the misguided crew carried the ship into La Guayra," and handed her over to the Spaniards.

The *Hermione* was restored to the Royal Navy on the night of 24th October, 1799, when she was cut out of Puerto Cabello, in Venezuela, by the boats of the *Surprise*, 28, Captain Edward Hamilton. "The enterprise was a desperate one, as batteries mounting about 200 guns commanded the harbour. Six boats were employed under Captain Hamilton himself. They were fired on long before they reached the *Hermione*, and when they got alongside, found the crew at quarters. None the less they boarded her, and a desperate fight ensued. Captain Hamilton was felled by a clubbed musket, but the British drove the Spaniards from the deck, cut the cable, loosed the sails, and in spite of a heavy fire from the batteries, carried out their prize with a loss of only 12 wounded. The Spaniards lost no fewer than 119 killed and 97 wounded out of a crew of 365."¹ Captain Hamilton was knighted and received the Navy Gold Medal of 1794 for this service.

The *Hermione* was first renamed RETALIATION, and then on 31st January, 1800, RETRIBUTION. She was broken up at Deptford in 1805.

TRUSTY. 50 guns. James Martin Hilhouse.

Launched on 8th October, 1782. In 1793, at the outbreak of war with France, the *Trusty* was the flagship of Vice-Admiral Sir John Laforey on the Leeward Islands station, and took part in the capture of Tobago in April. In 1801 the *Trusty*, Captain Alexander Wilson, was one of the fleet under Admiral Lord Keith, which landed the army of General Sir Ralph Abercromby in Egypt. The expedition arrived off Alexandria on 1st March, and by the 9th the entire army of 16,150 men had been landed. The battle of Alexandria followed on the 21st, in which Abercromby was mortally wounded. The *Trusty* was fitted as a prison hospital ship at Chatham in 1809, and was broken up in April, 1815.

¹ Laird Clowes, iv. 527.

SHIPS OF THE ROYAL NAVY BUILT AT BRISTOL

SERAPIS. 44 guns. James Martin Hilhouse.

Launched from "Hilhouse's yard at Redcliff" on 7th November, 1782. Commanded by Commander Henry Waring, she took part in the capture of Surinam by Commodore Samuel Hood in May, 1804. The *Serapis* was a storeship in 1808, and in July, 1816, "was fitted as a convalescent ship to lie at Jamaica," where she was sold for £500 in July, 1826.

DRUID. 32 guns. William Blannin.

Launched on 16th June, 1783.¹ On 8th June, 1794, the *Druid*, Captain Joseph Ellison, in company with the *Crescent*, 36, Captain Sir James Saumarez, and *Eurydice*, 24, Captain Francis Cole, were pursued in the Channel by a French squadron of two 50-gun ships, two 36-gun frigates and a brig. The *Crescent* and *Druid* drew off the pursuit from the slowest ship, the *Eurydice*, which escaped into Guernsey, followed by the *Druid*. The *Crescent*, whose captain was a native of Guernsey, stood along the French line to divert their attention from her two consorts, and having on board an experienced pilot named John Breton, she got into Guernsey Road by an intricate channel, never before attempted by a King's ship. Lieut.-Governor Small, who had witnessed the operation, had a special medal² struck which was given to the pilot, and may now be seen in the Guille-Allés Museum at Guernsey. Sir James Saumarez was afterwards Nelson's second in command at the battle of the Nile. The *Druid*, Commander Charles Apthorp, took part in the Egypt expedition of 1801, and was broken up at Woolwich in 1813.

MELAMPUS. 939 tons. 36 guns. James Martin Hilhouse.

Launched on 7th June, 1785; length of gun-deck 141 ft. 3 in.; length of keel 117 ft.; beam 38 ft. 10 in.; depth 13 ft. 9 in. On 23rd April, 1794, the *Melampus*, Captain Thomas Wells, took part with the *Arethusa* in Warren's action with Desgarceaux, and on 9th May, 1795, when commanded by Captain Sir Richard Strachan, in company with the frigates *Diamond*, *Hebe*, *Niger*, and *Siren*, chased a French convoy into Carteret Bay, where every ship except one was destroyed by the boats

¹ The *Druid* was commissioned by Captain John Macbride, formerly of *Artois*. He entered the Navy from the Merchant Service as an able seaman about 1754, and died an admiral in 1800.

² Photograph of medal in *Mariners' Mirror*, xi. 215; there is also an aquatint after J. T. Lee, published in *Naval Chronicle*, vol. xix.

BRISTOL PRIVATEERS AND SHIPS OF WAR

of the squadron with a loss of 2 killed and 17 wounded. On 12th October, 1798, the *Melampus*, Captain Graham Moore, took part in the action between a squadron under Commodore Sir John Borlase Warren and Commodore Bompard. The French flagship *Hoche*, 74, and frigates *Bellone*, *Embuscade* and *Coquille*, was taken. On the 14th another frigate, the *Resolue*, 36, was chased and taken by the *Melampus*. On 14th September, 1806, the *Melampus*, Captain Stephen Poyntz, in company with *Belleisle*, 74, and *Bellona*, 74, chased the *Impétueux*, 74, which was bound into the Chesapeake under jury masts. Being in a crippled condition, she ran herself ashore and struck on the *Melampus* opening fire. She was afterwards burned. In 1815 the *Melampus* was sold to the Dutch Government. A rigged model of this ship is in Bristol Museum.¹

NASSAU. 64 guns. James Martin Hilhouse.

Launched on 20th September, 1785, at Redcliff. Latimer states that "amongst the crowds gathered to witness the ceremony were great numbers of—'peasants with red cloaks'—then very popular in the rural districts. 'Three Irish bishops'—visitors at the Hot Wells, were also present at the launch." On 14th October, 1799, the *Nassau*, as a storeship of 36 guns, commanded by Captain George Tripp, was wrecked on the Dutch coast; nearly all hands were saved.

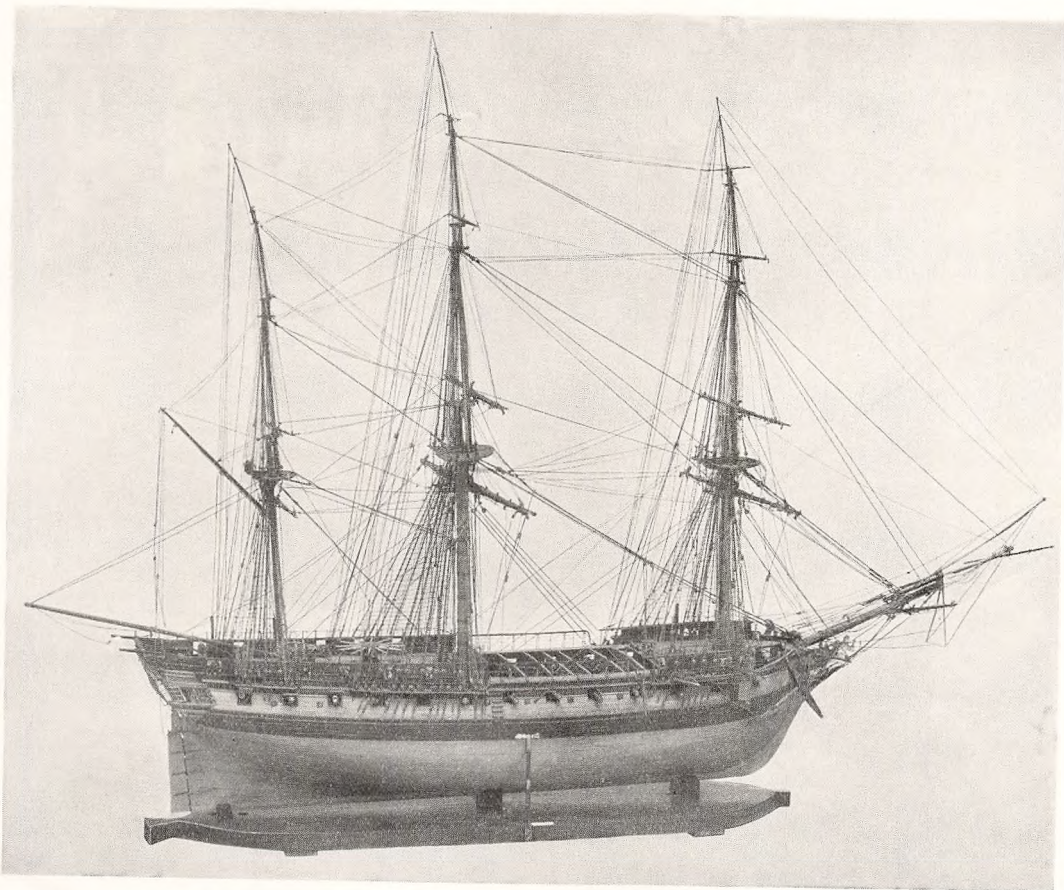
SEVERN. 44 guns. James Martin Hilhouse.

Launched on 29th April, 1786, "at the Red Cliff." In December, 1797, the *Severn* in company with the *Pelican*, 18, took the *Republique Triomphante*, 14, in the West Indies. On 20th December, 1804, the *Severn*, Captain Philip d'Auvergne, Prince de Bouillon, was wrecked in Grouville Bay, Jersey.

NO. 49. 166 tons. One 10-in. mortar. William Patterson.

Launched by Mrs. Fittock on 28th February, 1856. The *Bristol Mirror* reports that it is "a poor name enough truly, but the only one she has." No. 49 was sold in November, 1898, for £50.

¹ The *Melampus* was laid down in December, 1782. See *The Log of a Jack Tar*, by James Choyce, published 1891; the author served on board the *Melampus* for eight months in 1801-2.



MODEL OF H.M.S. MELAMPUS, BUILT AT BRISTOL, 1785, IN BRISTOL MUSEUM.

This ship's figurehead was of Melampus, "an ancient physician that understood the voices of birds and beasts."

SHIPS OF THE ROYAL NAVY BUILT AT BRISTOL

HARDY. 233 tons. Two 8-in. guns. Messrs. Charles Hill and Sons.

Laid down in October, 1855 ; launched by Miss Stewart on 1st March, 1856. The *Hardy* saw service in the second China War, and in May, 1862, when commanded by Lieutenant A. G. Bogle, was present at the capture of Ningpo from the Taiping rebels by the Imperial Chinese troops and a British force under Captain Roderick Dew, senior naval officer. In 1869 the *Hardy* was sold at Hong Kong for £1,156.

HAVOCK. 233 tons. Two 8-in. guns. Messrs. Charles Hill and Sons.

Launched by Miss Shipton on 20th March, 1856 ; commissioned by Lieutenant H. Berkeley, R.N. In August, 1860, the *Havock* was present at the capture of the Taku Forts. In 1862 some of her crew formed part of a naval brigade which on 24th October helped to storm the city of Kah-ding. In 1863 the *Havock*, commanded by Lieutenant George Poole, was one of the squadron of seven ships under Vice-Admiral Augustus Kuper in the *Euryalus*, which on 15th August bombarded Kagoshima in Japan in retaliation for the murder of a British merchant by the Prince of Satsuma. Two days later a second bombardment took place. The *Havock* did good work in burning three Japanese steamers and five large junks, for which her commanding officer was promoted to commander. The action was fought in bad weather in which the ships often had their decks awash, and the British loss was 13 killed and 50 wounded. In 1867 the *Havock*, in company with the *Bouncer*, destroyed a number of Chinese pirate junks, and in 1871 she was sold at Yokohama for £659. The name *Havock* is a corruption of *Havik* (Hawk), the name of a Dutch sloop of war surrendered at Saldanha Bay in 1796.

EARNEST. 233 tons. Two 8-in. guns. William Patterson.

Launched on 29th March, 1856 ; sold in 1885.

NO. 50. 166 tons. One 10-in. mortar. William Patterson.

Launched in April, 1856 ; sold to Messrs. Castles in December, 1887, for £165.

HIGHLANDER. 233 tons. Two 8-in. guns. Messrs. Charles Hill and Sons.

Launched on 28th April, 1856 ; converted to dredger at Chatham in 1867. Messrs. Hill and Sons have a half-model of this vessel.

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ESCORT. 233 tons. Two 8-in. guns. William Patterson.

Launched by Miss Patterson on 26th May, 1856, but stuck on the stocks. The *Escort* was the only gunboat completed at Bristol, and did her trials in the Floating Harbour. Engined by Messrs. Maudsley. Broken up at Pembroke in 1865.

NO. 51. 166 tons. One 10-in. mortar. William Patterson.

Launched on 18th June, 1856. Sold to Messrs. Castles in August, 1883, for £225.

NO. 52. 166 tons. One 10-in. mortar. William Patterson.

Launched on 14th July, 1856. Sold in May, 1894. The last vessel built at Bristol for the Royal Navy.

The dimensions of the screw gunboats were: length 108 ft.; beam 22 ft.; draught 6 ft. They were of 60 horse-power and carried crews of 36 men.

The dimensions of the mortar vessels were: length 75 ft.; beam 23 ft. 4 in.; depth 9 ft. 4 in.; the mortars threw a projectile weighing 160 lbs. Nos. 49, 50 and 51 were converted to coastguard vessels in the early eighties.

The Bristol-built vessels were very "highly commended by the Government surveying officers at Portsmouth; indeed, so faithfully have they been built, that they were at once sent to sea, while many others, especially those built in the North of England, were half 'torn to pieces' to make them seaworthy, according to the requirements of the Admiralty."

It is not easy to locate the sites of the yards where some of the foregoing ships were built. Bailey's yard was "in the Marsh" at "the Gibb," the latter being the point of land extending from the Narrow Quay to Princes Street, and the *Edgar* is mentioned as having been built there. The firm of J. M. Hilhouse still flourishes as Messrs. Charles Hill and Sons, who have a record stating that Mr. Charles Hill was taken into partnership by George Hilhouse on 30th April, 1825. The firm then became Hill and Hilhouse, and shortly afterwards Messrs. Charles Hill and Sons. Since this volume was put into type another Bristol-built frigate has been found, the *TERMAGANT* 28, launched 3rd June, 1780, from Hilhouse's "new yard at Vauxhall." Her three

SHIPS OF THE ROYAL NAVY BUILT AT BRISTOL

predecessors, *Medea*, *Crescent* and *Cleopatra*, were built at a different yard, probably "Hilhouse's yard, Hotwell Road," sometimes referred to in the early nineteenth-century newspapers. The *Diomede* and *Melampus* were also built at the Vauxhall yard. Hilhouse's "dockyard at Wapping" mentioned in 1813, is probably a different yard from the one at Redcliff, where the *Serapis*, *Nassau*, and *Severn* were built, although the two localities closely adjoin. The present Albion Dockyard, where three gunboats were built in 1856, and which is still engaged in shipbuilding, was probably founded about 1820, as in that year it is recorded that on 23rd September the ship *Weare*¹ was launched from Hilhouse's "new dockyard, opposite Hotwell Road." The yards of William Blannin, Sydenham Teast and William Patterson were at Wapping, at one time wholly devoted to shipbuilding, but now occupied by Bathurst Basin and Princes Wharf. The yard of Richard Tombs was at Dean's Marsh, and that of Nicholas Blannin at Redcliff.

The *Termagant*, first of her name, had an uneventful history, and by an Admiralty Order of 9th May, 1795, was ordered to be delivered temporarily to the Ordnance Department to form part of a boom across the Thames at Gravesend. She was sold out of the service on the following 28th August. Another Bristol frigate was the *CHARON*, 44, built by J. M. Hilhouse in 1783, and afterwards converted to a storeship.

NOTE.

Bonner and Middleton's Bristol Journal of 20th October, 1781, with reference to the *Diomede*, states that "the head of this ship is cut out in a most masterly manner and reflects great honour on the ingenious artist; as many people are desirous of knowing the meaning of it, we hope the following short explanation will not be unacceptable to them: *Diomede* was a King of Aetolia, one of the chiefest heroes of the Trojan Wars; also a King of Thrace, who fed his horses with man's flesh, till Hercules gave them him for their meat." The same paper of 24th September, 1785, states that the *Nassau* was "the largest ship ever built in this city. A vast concourse of people attended on the occasion to see the launch, which was performed with great judgement and effect. She is esteemed by good judges, as fine a ship of her size as any in his Majesty's Navy."

The earliest reference we have found to Bristol shipbuilding dates from November, 1294, when 20 galleys were ordered to be built at various ports for the King's service in the French War. Two were ordered to be built at Bristol, but as their accounts do not now exist, as they do for some of those built at other ports, it cannot be determined that they were actually laid down. (*Mariners' Mirror*, 1928, xiv. 221.)

¹ Wrecked near Youghal, 1st January, 1823; "one of the finest West Indiamen belonging to this port."

CHAPTER II

HIRED SHIPS SERVING IN THE ROYAL NAVY, 1315-1919

THIS is not intended to be a complete record of the many occasions on which Bristol ships have been hired for the King's service, but will include those of most interest, beginning with the Scottish War of Edward II (1307-1327).

On 3rd July, 1315, John de Athy was appointed "captain and leader of 11 ships of our city of Bristol and the ports adjacent, and also of mariners and other armed men who go forth in the same ships in our service to the Scottish parts with God's help to repress the obstinate malice of our Scottish enemies and rebels." They were enjoined to be obedient to "our beloved and faithful William de Creye, whom we have appointed chief admiral of all the ships of the western parts of our realm, to proceed in our service to the said parts of Scotland so often and as the same William shall make known to you on your behalf."¹

EDWARD III (1327-1377). On 7th February, 1335, the two largest and strongest ships in Bristol were ordered to be impressed, well manned and armed and to proceed instantly to sea against a large armed ship, which had arrived at Dumbarton with a cargo of wine and stores for the King's enemies, and having discharged was about to return. The result of the expedition is not known.

Eleven days later twelve ships with a double shipment of men and stores were levied from the Cinque Ports, Bristol, Falmouth, Southampton and Plymouth, and placed under the command of Sir Roger Hegham, Admiral of the King's western fleet. Four were ordered to cruise to the westward and the other eight where they might be most likely to intercept supplies for the Scots.

On 1st June, 1335, Thomas de Maydestone was made captain and senior officer ("capitaneum et superiorem custodem") of six ships of war belonging to the Cinque Ports, two belonging to Bristol and one to Southampton, destined for special service.²

¹ Nicholas, *History of Royal Navy*, 2 vols., 1847, i. 455.

² Nicholas, ii. 9, 10.

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In 1346 a fleet of 738 vessels was mobilized for the campaign which included the battle of Crécy and siege of Calais. The contributions of the leading ports were as follows, Bristol being seventh in number of ships and fifth in number of men:—

	<i>Ships.</i>	<i>Men.</i>	<i>Average crew.</i>
Fowey	47	770	16
Yarmouth	43	1,905	44
Dartmouth	31	757	25
Plymouth	26	603	23
The King	25	419	17
London	25	662	26
Bristol	24	608	25
Sandwich	22	504	23
Winchelsea	21	596	28
Southampton	21	576	27
Shoreham	20	328	16
Looe	20	325	16
Weymouth	20	264	13

The above is from a late and not very reliable transcript of the *Roll of Calais*, of which there is no contemporary copy.¹

In 1372 Bristol sent eleven ships to the fleet that was levied after the defeat of the English by the Spaniards off Rochelle on 23rd June, which ships, however, accomplished nothing, and were dispersed in October. Their names with master and owners ("magistri et domini") were as follows:—²

GEORGE, 90 tons . . .	Philip Scorlewe	
TRINITY	John Davy	John Doding, John Bord.
KATERINE	John Piers	John Wygen, Nicholas Phelps.
JOHN, cog	Thomas Knappe	Thomas Knappe.
GODEBIETE	John Castell	John Sely.
JAMES	Walter Frampton	Elias Spelly.
SAINT MARY, cog . .	John Spelly	John Spelly.
MARGARET	John Godefroy	John Sloo.
ELYNORE	Walter Herford	Roger Gourney, Hugh Fraunceys and John Hardewych.
THOMAS, cog . . .	Richard Andrewe	Robert Barbour, Simon Pichmaker.
GRACEDIEU	Walter Cogan ³	Walter Derby.

¹ Nicholas, ii. 507.

² Seyer, *Memoirs of Bristol*, 1823, ii. 151.

³ In 1385 he was master of the *Marie*, owned by Walter Derby.

BRISTOL PRIVATEERS AND SHIPS OF WAR

In addition to a master the *George* carried a constable, 16 men-at-arms, 16 archers, 76 mariners and 1 page.¹

In 1373 Edward III raised Bristol to the dignity of a county (the first town after London to attain that position), partly "in consideration of the good behaviour of the burgesses towards us and of their good service bestowed on us in times past by their shipping and other things and for 600 marks."² This is the only Bristol charter which specifically mentions shipping.

On 10th August, 1375, the Spaniards burnt 36 English ships at Bourgneuf Bay in Brittany, in spite of a truce that had been made on 27th June. Six of these laden with salt belonged to Bristol, and the loss was estimated at £17,739. Their names with tonnage and masters ("seignours") were as follows:—³

GABRIEL	215	Richard Spicer.
GRACEDIEU	200	Walter Derby.
JAMES	170	Walter Frampton and Elias Spelly.
KATERINE	74	John Hakeston.
TRINITY	26	John Doding and Thomas Clerk.
MARGARET, barge . .	24	John Sloo. ⁴

Walter Frampton was the son of Walter Frampton, Mayor of Bristol 1374-1375 and founder of St. John's Church, where his monumental effigy may still be seen. He died in 1388, and his son, the master of the *James*, in 1395. The latter is also buried in St. John's Church.

HENRY IV. (1399-1413). In the war waged by Henry against the Welsh and their French allies, with whom they concluded a treaty in 1404, five ships were fitted out by Bristol at a cost of £300 in April of that year, and sent with troops to the relief of the castles of Harlech and Carnarvon, then besieged by the enemy.⁵

¹ Possibly the ship mentioned in the will of Elias Spelly, proved 2nd February, 1390; "to Thomas Norton, all my ship, 'vocat' le *Georgé*." In 1387 Thomas Sampson left his wife Joan a ship "'vocat' le Cog *Johan*." (Wadley, *Bristol Wills*, 17, 28.)

² Seyer, *Bristol Charters*, 1812, 40.

³ Nicholas, ii. 510.

⁴ John Bord, d. 1382, and John Sloo, d. 1404, were buried in St. Stephen's Church; John Sely, d. 1413, in Temple Church; John Doding, "mariner and burgess," d. 1379, in St. Laurence Church, demolished; Walter Derby, d. 1385, in old St. Werburgh's Church. The last mentions in his will the ship *Nicholas* and balingier *Trinity*. Thomas Knappe, d. 1404, buried in St. John's Chapel on the Back, demolished; he left £20 to St. Nicholas Church. Thomas Clerk, "mariner," lived in "Bradestret," 1400. Elias Spelly, d. 1390, buried in St. Mary's Church, Kingswood. (Wadley, *Bristol Wills*.)

⁵ Nicholas, ii. 360.

HIRED SHIPS SERVING IN THE ROYAL NAVY, 1315-1919

In August, 1405, a French fleet from Brest with 2,600 troops under Jean de Rieux and Jean de Hangeat arrived in Milford Haven and made a successful landing. They sacked Haverfordwest and then besieged Tenby, where their ships were attacked at anchor by a fleet commanded by Thomas, tenth Lord Berkeley, of which six ships belonged to Bristol and adjacent ports, with the result that fifteen of the enemy were burnt and sunk, and soon afterwards fourteen more were taken.¹

The tomb of Lord Berkeley, who died in 1417, is in Wotton-under-Edge Church, and that of his father, who fought at Crécy and Poitiers, is in Bristol Cathedral.

HENRY V (1413-1422). Bristol sent eight ships to the fleet of about 1,400 vessels mobilized for the Agincourt campaign of 1415.² They are thus referred to by Michael Drayton in his poem "The Battle of Agincourt," 1612-22 :—

"Eight goodly ships so Bristol ready made,
Which to the King they bountifully lent,
With Spanish wines which they for ballast lade
In happy speed of his brave voyage meant,
Hoping his conquest should enlarge their trade,
And therewithall a rich and spacious tent:
And as this fleet the Severn doth stem,
Five more from Padstow came along with them."

One was named the *Christopher*, owned by John Fisher, which went to Harfleur and then to Bordeaux, where she was seized by Bretons. Ship and goods were valued at 1,200 marks, and a request was made for permission to take reprisals for that sum and 500 marks expenses incurred.³

HENRY VII (1485-1509). In 1496 James IV of Scotland invaded England in support of the pretender, Perkin Warbeck. For the next year's campaign, a fleet of three King's ships and seven hired merchantmen was fitted out under Robert, first Lord Willoughby de Broke. Lists of munitions⁴ supplied to the following Bristol ships in

¹ Nicholas, ii. 374; Oman, *Political History of England*, iv. 199.

² London lent 10,000 marks, Norwich 500, Lynn 400, and Bristol 360 marks towards the expenses of the war. (C. L. Kingsford, *Henry V*, 1901, 118; quoting Rymer, *Fœdera*, 1709, ix. 310.)

³ Seyer, ii. 180.

⁴ See Appendix B, p. 344.

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the foregoing fleet, for which their "capteyns" were to answer, are printed in Oppenheim, *Naval Accounts and Inventories*, 1896:—

HENRY	.	.	.	.	.	Sir Robert Poyntz.
MARY BYRD	.	.	.	.	.	Maurice Berkeley.
MARY TOWRE	.	.	.	.	.	John Whittington.

The war ended in the same year, the most important exploit being the capture of Ayton Castle by the army under the Earl of Surrey.

Sir Robert Poyntz lived at Iron Acton, where Henry VII dined with him in 1486. He was Chancellor to Queen Catherine of Aragon, and accompanied Henry VIII to the Field of the Cloth of Gold. Sir Robert was the founder of the Poyntz Chapel in St. Mark's Church, Bristol (Lord Mayor's Chapel), where he was buried in 1521.

HENRY VIII (1509-1547). The first of three wars with France took place in 1512 and 1513. In 1512 the *Christopher Davy*, John Iseham, captain, with a crew of 130 men (59 soldiers, 61 mariners, 5 gunners, 5 servitors), was present at the fight off Camaret Bay on the 10th August, when the *Regent* and *Marie la Cordelière* were blown up and burnt.

In 1513 the following Bristol ships were hired for service with the fleet commanded by Sir Edward Howard:—¹

TRINITY	.	.	.	160 tons.	130 men.	Anthony Poyntz, captain. — Fuller, master.
CHRISTOPHER DAVY	.			160	157	Edmund Wiseman, captain.
MATTHEW CRADOCK	.			240	195	Matthew Cradock, captain.
MATTHEW	.	.	.	150	131	W. Mygenall, captain.

The fleet sailed from the Thames on 19th March, and the following is an extract from a letter from Howard to the King:—

"Sir, the shipps off Bristow be her with me, I assur Your Gras, gorgeas shipps for ther burdon, one that Anthony Poyngs is in uppon a 180, and another of 160, and another of 140, I had not spoken [of] when I wrot this letter. I understand they lak vital. I have writton to Master Amener for itt and for theyr maryners, Your Gras must command Master Amner to mak a warrant to ble . . . to delyver to Hopton² 200 hernes for them, which shall send it down in the vytall[ers]."

"Master Amener" was the Almoner, Thomas Wolsey. The first

¹ Spont, *French War of 1512-13* (N.R.S.), 1897, 172, 97.

² John Hopton, Treasurer of the Navy, 1514-1524.

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three ships were present at the battle of 25th April in Bertheaume Bay, where Howard was killed in boarding the galley of the French admiral, Prigent de Bidoux.

Anthony Poyntz, son of Sir Robert Poyntz, was knighted in 1513 for his services, and in 1518 was sent on an embassy to France. On the renewal of the war in 1522 he was captain of the *Santa Maria*, and the following year commanded a fleet of about a dozen sail. Sir Anthony was Sheriff of Gloucestershire in 1527 and died in 1533.

Early in 1544 war again broke out with France and Scotland. In July an expedition was fitted out at Bristol to be sent to Scotland under Matthew Stewart, Earl of Lennox, who had joined the English party. John Winter, a shipowner of Bristol, was appointed to command the fleet of eleven King's ships and fifty-seven merchantmen.¹ In October Winter succeeded William Gonson as Keeper of the King's Storehouses, an office created in 1514, which later developed into that of Treasurer of the Navy. In 1545 he commanded the *Matthew Gonson*, and died on the 23rd December. Winter was rewarded by the King with an estate in Gloucestershire, which he bequeathed to his second son, the more famous Sir William Winter. His other son George was the father of John Winter, who sailed in the *Elizabeth* as second in command to Drake on his voyage round the world, but returned from the Straits of Magellan, "full sore against the mariners minds."²

An old manuscript mentions "the great services done to King Henry VIII by Bristowe in the wars against the French king, who landed at the Isle of Wight [July, 1545], at which time this town did set forth eight ships. When King Henry VIII came on board Bristowe's fleet on that memorable time he asked the names of their ships, and they answered the King": the *Thorne*, 600 tons; *Pratt*, 600 tons; *Gourney*, 400 tons; *Young*, 400 tons; *Winter*, 300 tons; *Shipman*, 250 tons; *Elephant*, 120 tons; and *Dragon*, 120 tons. "The King wished he had many such Thornes, Pratts, Gournes and the like in his londe."³ In March, 1554, Robert Tomson of Andover sailed from Bristol to Lisbon and Cadiz in the bark *Young*.⁴

¹ *Mariners' Mirror*, xiv. 37 (Society for Nautical Research).

² Hakluyt, viii. 97 (Everyman Edition). See Introduction.

³ Seyer, ii. 227.

⁴ Hakluyt, vi. 246.

BRISTOL PRIVATEERS AND SHIPS OF WAR

ELIZABETH (1558-1603). The following four vessels took part in the Armada campaign and were owned by John Satchfield, who sailed with them :—

MINION	250 tons.	110 men.	John Satchfield.
UNICORN ¹	140 „	66 „	James Langton.
HANDMAID	80 „	56 „	Christopher Pitt.
AID	60 „	26 „	William Megar.

The English fleet comprised 34 Queen's ships and 163 merchantmen, the Bristol squadron being included with 20 "coasters under the Lord High Admiral and paid by the Queen."²

In an apparently contemporary quotation given by Nicholls, the source of which we have been unable to trace, it is stated that the above were fitted out "ship-shape, Bristow fashion,"³ and this is sufficient to prove the early origin of this phrase still in use at sea. "Shipshape and Bristol fashion" is also quoted by Scott in his *Chronicles of the Canongate*, 1829, being the earliest reference in the *New English Dictionary*.⁴

In 1595 three ships were fitted out at a cost of £2,500 and sent to join a fleet cruising against the Spanish and Dunkirk privateers, and the following year took part in the Cadiz Expedition under the Earl of Essex and Lord Howard of Effingham. Two of these were the *Pleasure* and *Unicorn*,⁵ and one of the three belonged to John Hopkins, fishmonger, who "set forth a ship, and in person went captain to Cades action. At whose return he was with much joy met by the citizens on Durdham down, and in the evening was a gathering of much people in the streets, and rejoicing of lamps of divers colours and tallow candells and a great bonfire at the High Cross, very beautiful to behold." Hopkins was Mayor in

¹ An inventory, dated 4th October, 1583, of the goods of Edward Pitt, late of Bristol, merchant, deceased, states that he owned "the twenty fourth part of a ship called the *Unicorn*," value £16. (Wadley, *Bristol Wills*, 233.)

² Laird Clowes, i. 595. Will of Christopher Pitt, merchant, dated 13th June, 1597, is in Council House. It contains a reference to Thomas Callowhill, who was of same family as the wife of William Penn.

³ *Bristol Past and Present*, i. 263. It will probably be found in an unpublished manuscript calendar. Nicholls's Armada quotation was not taken from either Ricart or Adams.

⁴ "When we set out on the jolly voyage of life, what a brave fleet there is around us, as, stretching our fair canvas to the breeze, all 'ship-shape and Bristol fashion,' pennons flying, music playing, etc."

⁵ *Naval Miscellany* (N.R.S.), i. 46.

HIRED SHIPS SERVING IN THE ROYAL NAVY, 1315-1919

1590 and 1600, and Latimer says that "in the audit book of his last mayoralty is the following somewhat obscure item: 'Paid the Mayor for the loan of four pieces of ordnance put aboard the *Pleasure* of Bristol in the voyage for Cales, £9. 5.' " At his death in 1610 he left an annuity of 13s. 4d. to the Merchants' Almshouses for seamen; ¹ Elizabeth Hopkins, who left a legacy of £5 to the same almshouses in 1618, was probably his widow.

Sir Francis Popham, the soldier and politician, also took part in this expedition, and was knighted at Cadiz by Essex at the age of 23. He took an active part in the settlement of Virginia and New England, and was a member of council for both countries. Popham died in 1644, and was buried at Stoke Newington on 15th August; in March, 1647, his body was transferred to Bristol and buried in the Lord Mayor's Chapel, where Barrett says there was a monument, since disappeared.

CHARLES I (1625-1649). The first expedition of 1628 sent to the relief of the Huguenots besieged at Rochelle consisted of 66 vessels commanded by Lord Denbigh. The fleet appeared off Rochelle on 1st May. "Denbigh saw nothing to do save to make an attempt with fireships, but as the wind came off the land before he was ready, he determined to return to England to avoid being himself set on fire."² A letter dated 27th February, 1628, from William Buxton to the Duke of Buckingham, with list of the following "ships of defence which I have prest" at Bristol, is in the State Papers:—

		<i>Tons.</i>	<i>Men.</i>	<i>Guns.</i>
ST. JAMES	"of his Majesty's"	300	80	20
CHARLES	"Merchant"	300	80	20
GEORGE	"	300	80	20
ABRAHAM	"	250	60	18
PATIENCE	"	200	40	16
GILBERT	"	180	40	10
CONTENT	"	140	40	10
EAGLE	"	140	40	12
SAINT CLARE	"ducth" (Dutch)	200	30	10
FOX	"	230	40	12

"Six barques aboute 30 or 40 tonns—8 men to a barque." One of these

¹ Barrett, *History of Bristol*, 1789, p. 617; see Appendix D, p. 347.

² Laird Clowes, ii. 70.

BRISTOL PRIVATEERS AND SHIPS OF WAR

was probably the *Jacob*, owned by Abraham and Thomas Chambrelan, who petitioned the Lord High Admiral on 28th October, 1628, stating that she had been pressed and employed as a victualler in the Rochelle expedition of that year under Lord Denbigh. On his return she was discharged without pay. When proceeding from Plymouth to Dartmouth the *Jacob* was taken by a Frenchman, and afterwards retaken by Captain William Scras of Southampton. Prays that she may be restored and Scras compensated.

The *St. James* was a prize taken over by the Crown. The letter above mentioned states that she "will be ready within ten days and the saylers of the said ship do humbly desire your Grace that they may receive their pay, being 15 months behind and without it are not able to go to sea."¹

* * * * *

The following are a few Bristol hired ships mentioned in the *Calendars of State Papers* :—

FELLOWSHIP. 28 guns. 400 tons.

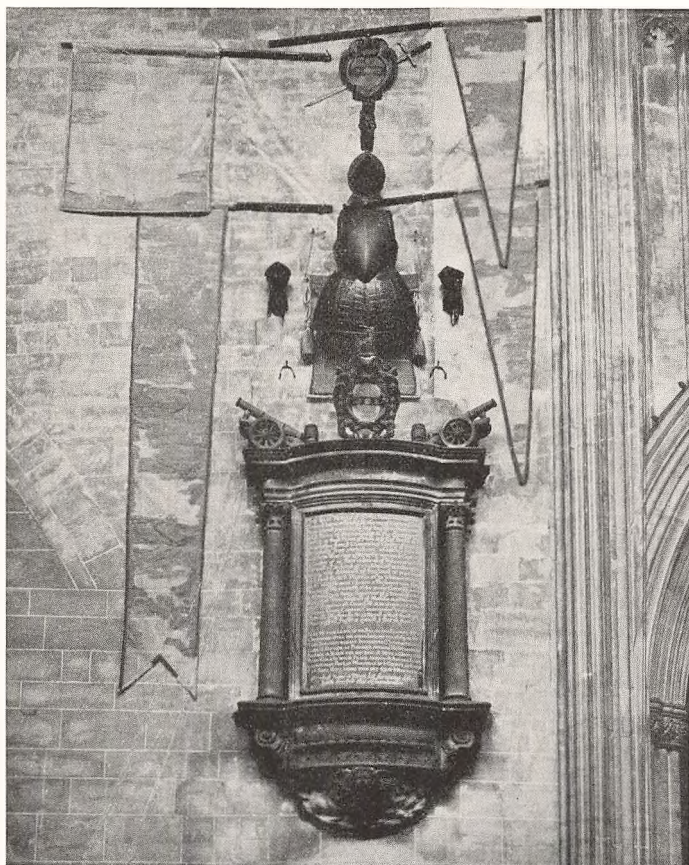
Commanded by Captain Thomas Coale (or Cole) from 22nd February to 31st July, 1642, "employed by his Majesty upon the coast of Ireland." Captain Coale's manuscript journal for this period is in the possession of R. C. Anderson, Esq., of Southampton. In August, 1643, the *Fellowship* was cut out of Milford Haven for the Parliament by Captain William Smith in the *Swallow*. In 1644 she was commanded by Captain William Penn, afterwards admiral, conqueror of Jamaica, knight, and father of the founder of Pennsylvania. He was baptized in St. Thomas's Church, Bristol, on 23rd April, 1621, died at Wanstead in Essex, 16th September, 1670, and was buried on 3rd October in the Church of St. Mary Redcliffe, Bristol, where there is a monument to his memory.

CHARLES. 28 guns. 341 tons.

In March, 1651, the *Charles*, Captain Gabriel Deane, owned by him and Shershaw Cary, was hired for six months at £300 per month. In 1679 Captain Gabriel Deane, of the parish of St. James, "gave £30 the profit to the poor for ever."²

¹ *Cal. S.P., Dom.* (1628-29), 363; *State Papers*, Vol. 94, No. 58.

² *Cal. S.P., Dom.* (1651), 507; Barrett, p. 394.



MONUMENT TO ADMIRAL SIR WILLIAM PENN, IN
ST. MARY REDCLIFFE CHURCH, BRISTOL.

(For inscription see back.)

Inscription on Penn Monument.

To ye Just Memory of Sr Will Penn Kt & sometimes
Generall borne at Bristol An: 1621 son of Captain Giles
Penn seuerall yeares Conful for ye English in the Mediterranean
of ye Penns of Penns-Lodge in the County of=
Wilts & thofe Penns of Penn in ye C. of Bvcks & by
his Mother from ye Gilberts in ye County of Somerfet
Originally from yorksheire: Addicted from his
youth to Maritime affaires, He was made Captain at
ye yeares of 21: Rear-Admirall of Ireland at 23 Vice
Admirall of Ireland at 25, Admiral to ye Streights=
at 29; Vice Admirall of England at 31 & Generall
in ye first Dutch Warres at 32 Whence retireing
in Ano 1655, He was Chozen a Parliment man for ye
Towne of Weymouth 1660; made Commiffioner of
ye Admiralty, & Nauy Gouvernor of ye Towne & forts of
King-Sail Vice-Admirall of Munster, & a Member of
that Prouinciall Counsell, & in Anno 1664, Was
Chozen Great Captain=Commander vnder his=
Royal Highnesfe; In ye Signall & Most Euidently
succesfull fight a gainst ye Dutch fleet:

Thvs He Took Leave of the Sea, his old Element, bvt
Continued still his other Employs till 1669: at what
Time Throgh bodely Infirmitys (Contracted By ye
Care & Fatiqve of Pvblique Affaires) He Withdrew,
Prepard & Made for his end; & With a Gentle &
Even Gale In mvch Peace Arriud & Ancord In his
Last and Best Port, at Wanstead In ye Covnty of Essex
ye 16 Sept. 1670, being then bvt 49 & 4 Months old.

To whose Name & Merit, his furuiuing Lady hath Erected this Remembrance.

The "succesfull fight" referred to above was the Battle of Lowestoft, fought on 3rd June, 1665, in which the Dutch, commanded by Jacob van Wassenaer, Lord of Obdam, were defeated by the English under H.R.H. James, Duke of York, K.G. Penn, whose rank corresponded with what afterwards became "Captain of the Fleet," served with the Duke on board the flag-ship, ROYAL CHARLES, 80, Captain John Harman.

HIRED SHIPS SERVING IN THE ROYAL NAVY, 1315-1919

RICHARD AND MARY. 240 tons.

Owned by Richard Grumwell and William Bullock ; hired in March, 1652, for six months at £255 per month.¹

GEORGE. 20 guns.

Owned by Richard Grumwell and Henry Dighton ; hired in March, 1655. In April, 1666, they petitioned the Duke of York for payment of £650 13s. 4d. due to them for ten months' service. The *George* was wrecked at Padstow shortly afterwards.²

PEARL.

Hired in July, 1665, the only "square sterned" vessel available. In January, 1666, the *Pearl*, commanded by Captain Morgan, plundered an Ostend ship. Five more Bristol ships were hired in 1665 for the second Dutch War, but their names are not recorded in the State Papers.³

* * * * *

WAR OF 1914-1919. The following paddle steamers belonging to Messrs. P. and A. Campbell served in the Royal Navy during the war :—

	<i>Tons gross.</i>	<i>Date built.</i>	<i>Date commissioned.</i>
BRIGHTON QUEEN	553	1897	October, 1914.
DEVONIA . . .	642	1905	" "
CAMBRIDGE . . .	420	1895	December, 1914.
GLEN AVON . . .	509	1912	" "
LADY ISMAY . . .	495	1911	" "
WESTWARD Ho . . .	438	1894	" "
BRITANNIA . . .	459	1896	February, 1915.
GLEN USK . . .	524	1914	" "
ALBION . . .	363	1893	July, 1915.
RAVENSWOOD . . .	345	1891	" "
BARRY . . .	471	1907	" "
GLEN ROSA . . .	322	1877	June, 1917.
WAVERLEY . . .	240	1886	" "

The above ships, with the exception of two lost, served until 1919 as mine-sweepers.

¹ *Cal. S.P., Dom.* (1651-52), 519, 537.

² *Cal. S.P., Dom.* (1664-65), 252 ; (1665-66), 372.

³ *Cal. S.P., Dom.* (1664-65), 459 ; (1665-66), 201.

BRISTOL PRIVATEERS AND SHIPS OF WAR

The *Brighton Queen* was sunk by a mine off Nieuport on 6th October, 1915.

The *Cambridge* (ex *Cambria*) was the seventh of her name since 1666, successor to the *Cambridge* Gunnery School at Devonport, and her battle-honours were Solebay 1672, Barfleur 1692, Vigo 1702, Malaga 1704 and Havana 1762. On demobilization the *Cambridge* reverted to her original name of *Cambria*.¹

The *Lady Ismay* was sunk by a mine off the Longsand Lightship off Harwich on 21st December, 1915.

The *Britannia* was the ninth of her name since 1682, successor to the battleship *Britannia*, and her battle-honours were Barfleur 1692, Relief of Gibraltar 1782, St. Vincent 1797, Trafalgar 1805 and Sebastopol 1854.

The *Glen Usk* was present at the surrender of the German Fleet at Scapa on 21st November, 1918.

The *Albion* was the seventh since 1763, successor to the battleship *Albion*, and her battle-honours were Grenada 1779, Martinique 1780, Algiers 1816 and Navarino 1827.

The *Barry* rendered good service at Gallipoli from August, 1915, to the evacuation on 9th January, 1916, serving in the Mediterranean until the end of the war. Her name was changed to *Barryfield*¹ in 1917 and on demobilization to *Waverley*.

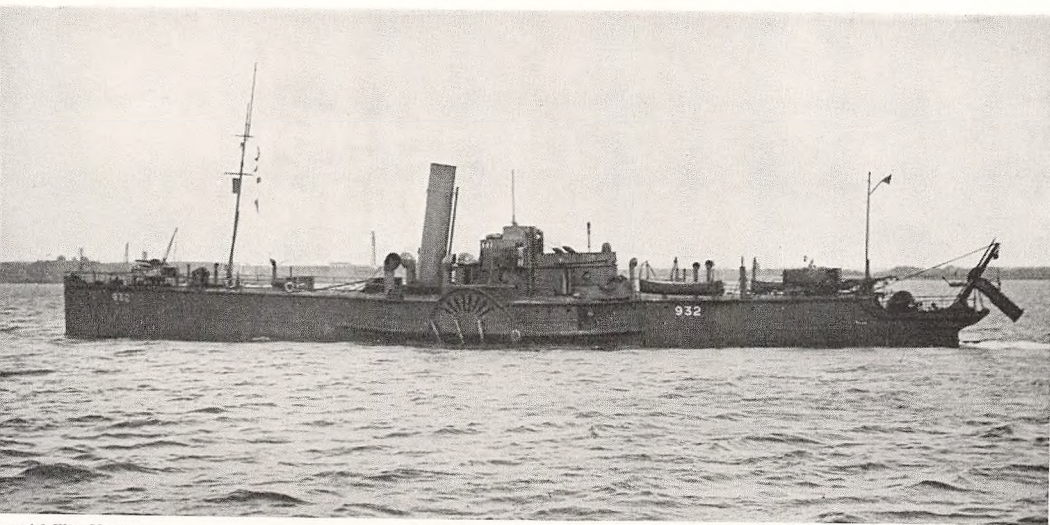
Omitting the two sunk by mines, all the above are still afloat, with the exception of the *Albion*, *Glen Rosa* and *Waverley*, which were broken up after the war, being unfit for further service.²

EXAMINATION SERVICE.

On the outbreak of war in 1914 an Examination Service was instituted at Avonmouth under the supervision of the Haven Master, Commander C. F. Hart, R.N.R. This was for the object of arresting enemy aliens, and seeing that ships' papers were in proper order. The tugs *John Payne*, 145 tons, and *Bristol Scout*, 54 tons, of Bristol, were engaged by the Admiralty from about 8th August, 1914. About ten days later the former

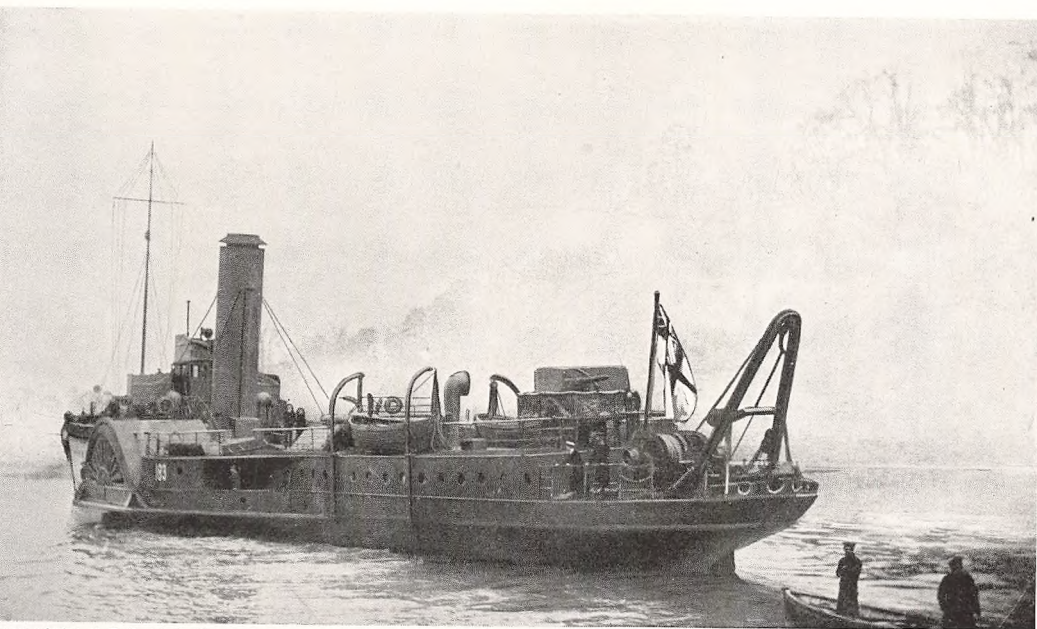
¹ The *Cambria*'s name was changed because there was already a *Cambria* in commission, hired from the London and North-Western Railway Company. The *Barry*'s name was changed in 1917 because of the coming of the U.S.S. *Barry*, a destroyer.

² Compiled from Lecky, *The King's Ships* and *Bristol Channel Guide*. The latter, published by Messrs. F. G. Warne Ltd., contains much additional information with illustrations.



Imperial War Museum.

H.M.S. WAVERLEY.



by permission of Frederick G. Warne & Co.

H.M.S. CAMBRIDGE.

Note mine-sweeping gear: gallows, winch with sweep wire and kite.

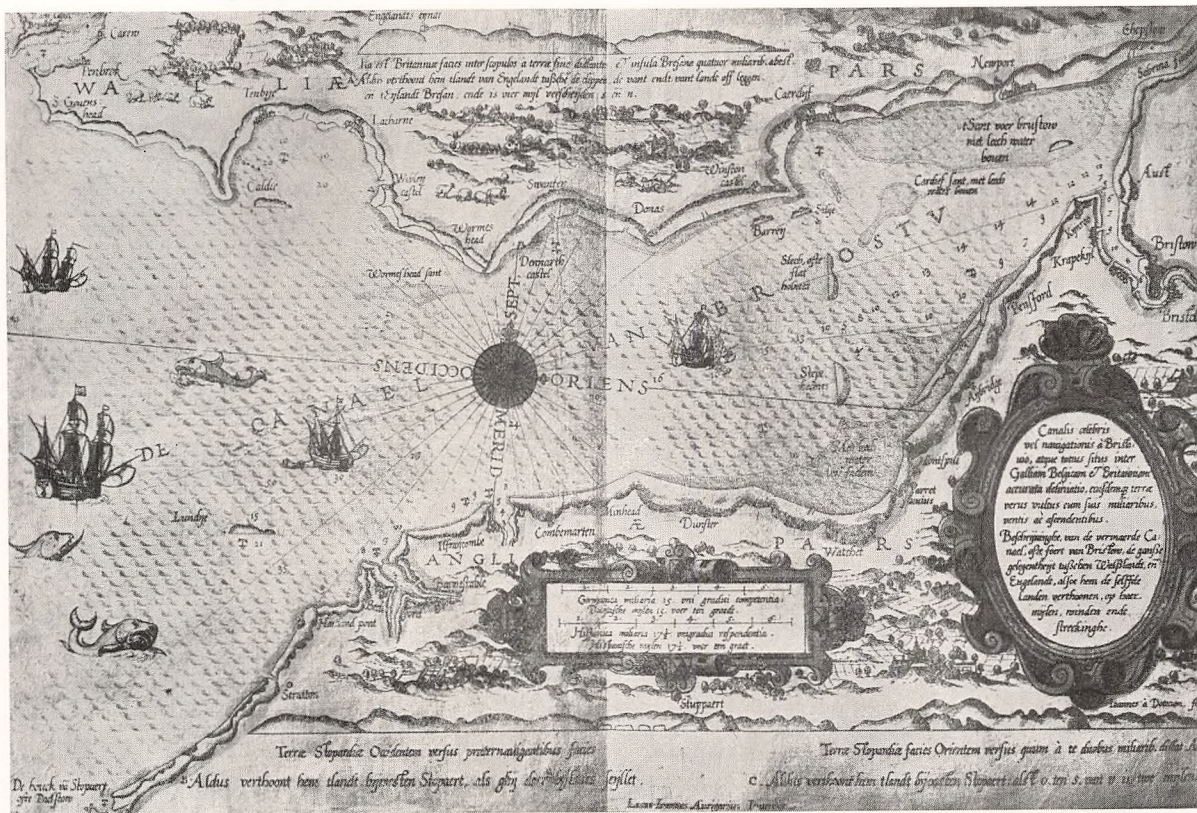
HIRED SHIPS SERVING IN THE ROYAL NAVY, 1315-1919

was discharged and replaced by the *Eirene*, 67 tons, belonging to the Missions to Seamen, and lent to the Admiralty by the Rev. Norman S. De Jersey, R.N.V.R., Chaplain for the Bristol Channel from 1898 to 1919, and now Bishop of the Falkland Islands. On 9th October, 1914, the Norwegian steamer *Fancy* collided with and sank the *Eirene* near Walton Bay; the crew being saved. The *Eirene* was built at Penarth in 1898 by the Penarth Shipbuilding Company. About 10th October the tug *Cabot*, 61 tons, was engaged in lieu of the *Eirene*, but the Examination Service was discontinued from about 22nd October, 1914.¹ The name of *Cabot* first appears in our naval annals on 26th March, 1777, when the American brig *Cabot*, 14, Captain Joseph Olney, was driven ashore and captured by H.M.S. *Milford*, 28. She was added to the Royal Navy under the same name and, commanded by Commander Henry Cromwell, took part in Vice-Admiral Hyde Parker's battle with the Dutch off the Dogger Bank, on 5th August, 1781.

¹ With acknowledgments to Commander J. Whitla Gracey, R.N.R., Haven Master of the Port of Bristol, and to G. F. Stone and Charles Wells, *Bristol and the Great War*, 1914-1919, Bristol, 1920.

PART II

PRIVATE SHIPS OF WAR



THE BRISTOL CHANNEL—DE CANAEL VAN BROSTU.

One of the earliest maps giving this name.

The first appearance in any map of the name Bristol Channel occurs in the famous sea atlas of L. J. Waghenara, published at Leyden about 1584, under the title *Spieghelder Zeevaardt van de Navigatie*, and known in English as *The Mariners Mirrour*.

The earliest French edition of the atlas is believed to have been published in 1590. The present reproduction is from two folios preserved in the Archives of the Corporation of Bristol, originally forming part of a French edition. It is almost, but not quite, identical with that in a copy of the edition of 1605 (*Nouveau Miroir des Voyages Marins*) preserved in the British Museum.

The name "Bristol Channel" was probably adopted through its use on the Dutch chart, and replaced the earlier "Severn Sea" to which John Leland (c. 1506–1552) gives many references in his "Itinerary." It is possible that the Severn estuary was known to the Danes as the "Long Fiord," of which the name of the Langford Grounds off Clevedon may be a survival.

CHAPTER III

TWO EARLY PRIVATEERS AND THE SIXTEENTH CENTURY

THE following letter of marque, the earliest we have found for Bristol, was issued by Henry IV in 1405, at the time of his war with the Welsh and their French allies :—

“The King to all and singular Admirals etc., Greeting. Know ye that we have granted and given to our well-beloved John Wellys, master of a certain ship called the *James* of Bristol, and to Philip Taillour, master of another ship called the *Trinity* of Bristol, liberty to equip in the port of the town of Bristol, at their own charges, the aforesaid ships with as many mariners, men-at-arms and bowmen as shall be necessary for their navigation and defence at sea against our enemies, whosoever they may be, and for subduing, capturing and destroying the same ; and liberty to set forth with the same ships, so equipped, upon the sea for the purpose aforesaid. And we will that whatsoever they, John and Philip, succeed in winning, gaining and having by capture from our enemies aforesaid, they may have and keep for their own proper use, without claim or hindrance by or from us, or our heirs or ministers, or the ministers of any our heirs whatsoever. Provided always that under colour of this license they, John and Philip, their mariners, men-at-arms and bowmen aforesaid, neither do nor permit to be done any violence, hindrance or hurt to any who are in friendship with us. Witness the King at Westminster on the 4th day of February.”¹

ANDREW BARKER.

Andrew Barker was the brother of John Barker,² probably the same man who was Sheriff in 1593 and Mayor in 1606, dying before the completion of his term of office on 13th September, 1607. The monument of the latter is in St. Werburgh's Church, to which it was removed when the old church was pulled down in 1879. The brothers were merchants engaged in the Spanish trade, and in July, 1570, one of

¹ Marsden, *Law and Custom of the Sea*, i. 114 ; from Patent Rolls, original in Latin.

² Arms of Barker, AZURE FIVE ESCALLOPS IN CROSS OR, are shown in one of the windows of the Lord Mayor's Chapel. See also *Visitation of Gloucestershire*, 1684, and *Trans. Bristol and Gloucestershire Archaeological Society*, xxvii. 115.

BRISTOL PRIVATEERS AND SHIPS OF WAR

their ships, the *Falcon*, of Barnstaple, was seized at Terceira by a Spanish fleet and her crew sent to the galleys.¹

In 1574 Andrew Barker was living at Tenerife, with Charles Chester, son of Dominic Chester of Bristol. Leaving Chester behind to learn the language, Barker arrived in England in November, and freighted the *Speedwell* of Bristol for the Canaries with cloth and other valuable merchandise. John Drue of Barnstaple was sent out as factor to dispose of the cargo, load the *Speedwell* homewards with wine and provide a cargo for another ship.

In the following March Barker sent out the *Christopher* of Dartmouth, Captain Henry Roberts of Bristol, who on his arrival "in good hope to find the lading of his ship in readiness, contrary to his expectation, was suddenly cast into prison," the Spaniards alleging that Barker had been accused to the Inquisition by Chester. All the goods belonging to John and Andrew Barker to the value of £1,700 were at once confiscated. "Captain Roberts, by means of a friar was delivered out of prison, which cost him all the merchandise he brought with him in his ship, and returned with dead freight to the sum of 200 pounds, that afterwards Andrew Barker discharged."

To recover his losses Andrew Barker and his friends fitted out two ships, the *Ragged Staff*, in which Barker sailed as captain with Philip Roche, master, and a smaller vessel called the *Bear*, William Cox of Limehouse, master, on a voyage of reprisals. Hakluyt "collected certain notes and examinations touching this enterprise," and gives a narrative by an unnamed writer, who took part in the voyage.² It is not known whether the two ships belonged to Bristol or Plymouth, but it is probable they belonged to the latter port,³ whence they sailed in June, 1576, for the West Indies.

The first call was Sal in the Cape Verde Islands, and then Mayo, where two villages were burnt in revenge for the murder of their trumpeter. "From this island we shaped our course over the main ocean and arrived happily at Trinidad, and had conference with certain Indians thereof, who gave us very friendly and courteous entertainment; here we set

¹ Her outward cargo of woollen cloths and kersies was loaded at Bristol in March; ship and homeward cargo of wood were valued at £2,600; John Barker, John Hopkins, John Rowborrow and John Slowcombe, all of Bristol, are named as petitioners to the Queen for redress. (*Cal. S.P., Dom.*, Addenda (1566-1579), 320.)

² Hakluyt, vii. 68.

³ See Appendix Q, p. 375.

TWO EARLY PRIVATEERS AND THE SIXTEENTH CENTURY

up a pinnacle which we carried forth in the *Ragged Staff*. After we had spent six days in this place we departed and arrived at Margarita, where we took a small Spanish ship having in her pitch and 30 tuns of Canary wines, whereof we reserved four or five tuns to ourselves, dismissing them without any further damage. Thence we set sail to Curazao, where by the inhabitants, being few of them Spaniards and the most part Indians, fourteen of our men were treacherously hurt, but none slain."

A few days later they arrived at Cape de la Vela, in Colombia, "where grew a contention between our captain and his master, upon comparisons made between them concerning knowledge of navigation, and other quarrels, which afterwards were an occasion of further mischief. Hence we sailed to Tolu [south of Cartagena], where we took a frigate with treasure to the value of 500 pounds, namely bars of gold and ingots of silver, some quantity of coin in rials of plate and certain green stones called emeralds, whereof one very great, being set in gold, was found tied secretly about the thigh of a friar. Here having stayed three days and being pursued by Spanish men-of-war, we departed and left the frigate behind us, the treasure committed to the keeping of our captain, Andrew Barker. From thence we passed to Nombre de Dios and to the river of Chagres. There we landed ten of our men, who travelled up into the woods three or four days to seek the Simeroons, which are certain valiant negroes fled from their cruel masters the Spaniards and ready to join with the English and French against them, but in their search they could find none. And though our men returned free from peril of the enemy, most of them presently fell sick and divers others of our company; so that within fourteen days eight or nine men died of a hot and vehement fever. And passing between Chagres and Veragua we took a frigate and some quantity of gold we found therein. In this frigate were 23 Spaniards, whom we set on shore and two Flemings we brought into England with us; we had therein also four cast pieces of ordnance, three harquebuzes, 16 calivers and a book of navigation; and in this frigate some of our company came homeward into England.

"Thus passing forward in our course, we came to Veragua, where Captain Barker and Philip Roche, his master, fought upon the foresaid quarrel, in which combat the captain was hurt a little in the cheek. Here we sank our admiral the *Ragged Staff*, because of her great leakage, and embarked part of our company in the Spanish frigate," which had just been taken. They then entered the Gulf of Honduras, where another

BRISTOL PRIVATEERS AND SHIPS OF WAR

prize was captured, "wherein were rials of plate to the value of 100 pounds. In this bark were certain Spaniards whereof one was secretary of Carthagena, who, being a man of some note, was put to his ransome, which was paid in gold; the rest were dismissed freely. And after passing by divers islands, we arrived at an island called San Francisco.¹ And within two days after our arrival, William Cox and others, who for certain causes shall be nameless, came aboard the ship wherein the captain then was, and dispossessed him of the ship and treasure and forthwith put our captain on shore with violence, where he and one Germaine Weiborne fought together and were both wounded. After this our captain desirous to come on board, was resisted by the persons aforesaid, who answered him that he should not come on board till they were ready to depart. Our men had appointed ten persons for the keeping of this island, but at break of day, on a certain morning, sixty Spaniards arriving secretly, surprised our people, when there were thirty on shore; in which surprise they slew our captain, Andrew Barker, with eight others," which included "one Wilde of Bristol and Richard of Bristol."

William Cox and the rest, seeing "that the captain and others were slain, received them that were living into the ship, having before refused some of them." After this they went to another island a league distant, "where Cox divided a chain of gold, which was found in the captain's chest after his death, amongst the company." Cox then went in a pinnace, which had been taken at San Francisco, with a skiff to Truxillo, "which town they surprised and had therein wine and oil as much as they would, and divers other good things, but no gold or silver, nor any other treasure they would confess."

In the meantime the English were chased by Spanish men-of-war. Captain Cox was able to rejoin his ship, but the skiff with eight men had to be abandoned. He then sailed for home, and a few days later the *Bear*, which had on board treasure belonging to Captain Barker worth £2,000, as well as that for the adventurers, capsized and foundered in a squall through carrying too much sail; fourteen men were lost, and nine, including Cox, saved. The death of Philip Roche occurred soon afterwards.

¹ San Francisco, off the coast of Honduras, is the modern Bonacco or Guanaja, and was known to Columbus as Guanara. S. Francisco appears on some early sixteenth-century Spanish charts, including Juan Vespucci's map of 1524, and as "S. Francisco olim Caguanaxa," on a map of Levinus Hulsius, 1599.

TWO EARLY PRIVATEERS AND THE SIXTEENTH CENTURY

They eventually arrived at Scilly, where the Spanish prize "having in her the four cast pieces that were in John Oxnam's¹ frigate" and the other vessel, which may have been the pinnace built at Trinidad, were left for the use of Andrew Browne, who with Cox "divided the treasure amongst their company, delivering to some five pound, to some six pound, to some seven pound, to some more, as every man was thought to have deserved."

On their arrival at Plymouth, "divers of our company were committed to prison at the suit of Master John Barker of Bristol, brother unto our captain, as accessories to his death and betrayers of him unto the enemy. And after straight examination of many of us, by direction from her Majesty's Privy Council, the chief malefactors were only chastised with long imprisonment, where indeed before God they had deserved to die; whereof some, although they escaped the rigour of man's law, yet could they not avoid the heavy judgement of God, but shortly after came to miserable ends. Which may be example to others to show themselves faithful and obedient in all honest causes to their captains and governors."

THE VOYAGE OF THE *DELIGHT* OF BRISTOL, CAPTAIN ANDREW MERICK.²

"The 5th August 1589 the worshipful Master John Chidley of Chidley³ in Devon, esquire, with Master Paul Wheele and Captain Andrew Merick set forth from Plimmouth with three tall ships, one called the *Wild Man* of 300 tons, wherein went for general the aforesaid Master John Chidley and Benjamin Wood as master, the other called the *White Lion*, whereof Paul Wheele was captain and John Ellis, master, of the burden of 340 tons; the third the *Delight* of Bristol, wherein went Andrew Merick as captain and Robert Burnet, master, with two pinnaces. The general in his ship had 180 persons; Paul Wheele had 140, in our own ship we were 91 men and boys. Our voyage was intended by the strait of Magellan for the South Sea and chiefly for the famous province of Arauco on the coast of Chili.

"We kept company together to the Canaries and so forward to Cape

¹ John Oxenham was taken in 1575 by the Spaniards and hanged at Lima.

² Hakluyt, viii. 282; written by William Magoths.

³ Chudleigh. John Chudleigh "died a young man in the Straits of Magellan."

BRISTOL PRIVATEERS AND SHIPS OF WAR

Blanco standing near 20 degrees on the coast of Africa, where some of our people went on shore finding nothing to their content. Within twelve days after our departure from this place the *Delight*, wherein I, William Magoths, was, lost the company of the other two great ships and the two small pinnaces. Howbeit we constantly kept our course according to our directions along the coast of Brazil and by the river of Plate, without touching anywhere on land until we came to Port Desire in the latitude of 48 degrees. Before we arrived at this place there died of our company by God's visitation of sundry diseases 16 persons. We stayed in this harbour 17 days to grave our ship and refresh our wearied people, hoping here to have met with our consorts; which fell out contrary to our expectations. During our abode in this place we found two little springs of fresh water, which were upon the northwesterly part of the land and lighted upon good store of seals both old and young. From hence we sailed toward the strait of Magellan and entered the same about the 1st of January.

"And coming to Penguin Island within the strait we took and salted certain hogsheds of penguins, which must be eaten with speed; for we found them to be of no long continuance; we also furnished ourselves with fresh water. And here at the last sending off our boat to the island for the rest of our provision, we lost her and 15 men by force of foul weather; but what became of them we could not tell. Here also in this storm we lost two anchors. From hence we passed farther into the strait and by Port Famine we spake with a Spaniard, who told us that he had lived in those parts six years and that he was one of the 400 men that were sent thither by the King of Spain in the year 1582 to fortify and inhabit there, to hinder the passage of all strangers that way into the South Sea. But that and the other Spanish colony being both destroyed by famine, he said he had lived in a house by himself a long time and relieved himself with his caliver until our coming hither.¹

"Here we made a boat of the boards of our chests; which being finished we sent seven armed men in the same on the north shore, being wafted on land by the savages with certain white skins; who as soon as they came on shore were presently killed by 100 of the wild people in the sight of two of our men, which rowed them on shore, which two

¹ For these transactions see *Voyages of Pedro Sarmiento de Gamboa*. (Hakluyt Society, 1894.) Sarmiento, "a man of good courage," on his return home in 1586, was taken prisoner by Captain Jacob Whiddon, in the service of Sir Walter Raleigh. (Hakluyt, iv. 278.)

TWO EARLY PRIVATEERS AND THE SIXTEENTH CENTURY

only escaped back again to us with the boat. After this traitorous slaughter of our men, we fell back again with our ship to the north eastward of Port Famine to a certain road, where we refreshed ourselves with 'muskles' and took in water and wood. At this time we took in the Spaniard aforesaid and so sailed forth again into the strait. We passed seven or eight times 10 leagues westward beyond Cape Froward, being still encountered with mighty north west winds. These winds and the current were so vehement against us that they forced us back as much in two hours as we were getting up in eight hours. Thus after we had spent six weeks in the strait striving against the fury of the elements, and having at sundry times partly by casualty and partly by sickness lost 38 of our best men and three anchors, and now having but one anchor left us and small store of victuals, and, which was not the least mischief, divers of our company raising dangerous mutinies; we consulted, though somewhat with the latest, for the safeguard of our lives to return while there was some small hope remaining; and so set sail out of the strait homeward about the 14th February 1590.

"We returned back again by the river of Plate; and sailing near the coast of Brazil we met with a Portugal ship of 80 tons, which rode at an anchor upon the coast, who as soon as she descried us to chase her, incontinently 'weyed' and ran herself on ground between the island of San Sebastian and the main land. But we for want of a good boat and by reason of the foul weather, were neither able to board her nor to go on shore. Thence in extreme misery we shaped our course for the isles of Cape Verde and so passing to the Azores, the Canaries being something out of our course; the first land that we met withal in our narrow sea was the isle of Alderney.

"And having now but six men of all our company left alive, the master and his two mates and chief mariners being dead, we ran in with Monville de Hage, eight miles west of Cherbourg in Normandy. Where the next day after our coming to an anchor, having but one in all left, being the last of August 1590, by the foul weather that rose the anchor came home,¹ and our ship drave on the rocks. The Normans which were commanded by the governor of Cherbourg, who came down to us that night, to have laid out another anchor for her, neglecting his commandment, suffered her miserably to be splitted with desire to enrich themselves

¹ The anchor dragged. Sir Henry Mainwaring in his *Seaman's Dictionary*, 1623, says: "The anchor comes home, when the ship drives away with the tide or sea."

BRISTOL PRIVATEERS AND SHIPS OF WAR

by her wreck. Within a few days after this last mischance four of us being Englishmen departed from Cherbourg and passed home for England in a bark of Weymouth, leaving the two strangers there behind us.

“The names of us six that returned of all our company were these : William Magoths of Bristol ; Richard Bush ; John Reade ; Richard Hodgkins of Westbury near Bristol. The two strangers, Gabriel Valerosa, a Portugal ; Peter, a Breton.”

* * * * *

Hakluyt also prints a petition dated 12th February, 1590,¹ to the master, Robert Burnet, from which it appears that Captain Merick was dead and had been succeeded by one, Matthew Hawlse. The petitioners, of which Thomas Browne, gunner, and John Morrice are named, complain of the conduct of Hawlse and Walter Street, master's mate, in appropriating stores to their own use and with conspiring to murder the master. They pray that, having lost 38 men besides the carpenter and there being a great shortage of provisions, the ship should return to England, first returning to Penguin Island in the hope of finding their boat and 15 men. The passage home of 197 days from the Straits to the Channel, in which 47 more men died or were lost, must probably constitute a record for a sailing ship both for length and mortality.

THE SPANISH WAR, 1585-1604.

The year 1585 is usually considered the official beginning of the war with Spain, though “it differed only in degree from much that had been perpetrated before.”² An embargo laid by King Philip II on English ships in May was followed by the issue of letters of marque and reprisal and instructions for privateers on 9th July. With the exception of some issued by the Cinque Ports Admiralty in 1573 and 1577, these are the earliest instructions that have been found. The owners and officers of the following ships, except when otherwise stated, are all “of Bristol,” and are taken from bonds and warrants in Public Record Office, with dates of same :—

MARYFLOWER. 10.7.1585. Thomas Jennings, captain.

¹ See Appendix, E, p. 348.

² Corbett, *Drake and the Tudor Navy*, ii. 3.



JOHN WHITSON.

Inscription on monument in porch of St. Nicholas Church, Bristol, erected by Alderman Thomas Daniel in 1821. An earlier monument, erected 1741, is in the crypt.

In memorie of that Greate Benefactovr to this Citie John Whitson merchavnt twice Mayor and Alderman and fovre times Member of Parliament for this Citie who died in the 72 yeare of his age A.D. 1629
A worthie patterne to all that come after him.



Bristol Charity Trustees.

ROBERT KITCHIN.

Inscription on monument in St. Stephen's Church.

Deceased the 5th of September ano Doni 1594
 Robert Kitchen alderman and his wief
 Lieth neere this place closed in earth & clay
 Their charities alike in death and life
 Who to the poore gave all their goodes away
 Leaving in trvst svch men to act the same
 As might with trvth perfor[m] their good entent
 So that the poore indeed and eke in name
 To lasting ages in this citie meant
 And other places of this kingdom faire
 As Kendall Towne x Stvckland Field both have
 With Bathe the native place of her first ayre
 The bovntie of their gvyftes they to them gave.

TWO EARLY PRIVATEERS AND THE SIXTEENTH CENTURY

SEABRIGHT. 10.7.1585. Owners: Robert Kitchin, merchant; Thomas Jennings, sailor; bound in 8,000 duckets.

A contemporary but unnamed writer quoted by Rev. John Eden in his *Memoir of John Whitson*, states that these two ships "brought home two prizes, being the first that came to Bristol, the one laden with sugar and the other with wheaten flour," and that Whitson was a part-owner, who taking "notice of many great chests of sugar under few mens marks, judged the same to belong to some one or few that were rich men; and again many small chests of sugar to be of several marks, which he judged to belong unto poor mariners, to help their wages to the relief of their wives and children. Therefore, with a good conscience, dreading God's wrath for violating the eighth commandment in taking from poor men that which they had gotten by the sweat of their brows, to the impoverishing of their wives and children, he and his wife, being virtuous and well-disposed people, made sales and profit of their adventure and then distributed all and every part thereof among the poor and almshouses of every parish throughout the city." He then sold his share to Thomas James, "after which time Mr. Whitson would never adventure more that way, nor buy or retain any prizable goods, as myself can partly witness, being shortly after in his service."

Whitson was born in 1557 at Clearwell, Forest of Dean, and in 1570 was apprenticed to a cooper at Bristol. He became a wealthy merchant, holding the office of Sheriff, Alderman, Mayor and Member of Parliament for the city. In 1603 Pring named Whitson Bay and Whitson's Head in his honour. At his death in 1629 he was captain of the Trained Bands and was given a military funeral in St. Nicholas Church. The tomb in the porch, which replaced an older one in the crypt, is of nautical interest, as it bears the arms of the Company of Spanish Merchants: AZURE, IN BASE A SEA PROPER, ON THE LAST A SHIP OF THREE MASTS IN FULL SAIL OR, SAILS AND RIGGING ARGENT, IN THE DEXTER CHIEF A SUN IN SPLENDOUR, IN THE SINISTER AN ESTOILE OF THE THIRD, ON A CHIEF OF THE FOURTH A CROSS GULES CHARGED WITH THE LION OF ENGLAND. These are still in use as the arms of the Red Maids' School founded by Whitson's will in 1627, formerly in Denmark Street, and now at Westbury-on-Trym.¹ They are also on

¹ The four houses of the school are named Maryflowre, Seabreake, Discoverer, and Speedwell, after Whitson's ships. The Spanish Company's arms may be seen on a mantelpiece formerly at his house in St. Nicholas Street.

BRISTOL PRIVATEERS AND SHIPS OF WAR

the tomb of John Rashleigh (1519-1582) in Fowey Church, Cornwall, but in this case the ship has four masts. In 1588 the *Frances* of Fowey, Captain John Rashleigh, son or nephew of foregoing, with pinnace *Christopher*, took part in the defeat of the Armada.¹

Our author also states that "one George, that was servant to Mr. Thomas James, fell asleep aboard the *Mayflower* in Hungrood and left a candle burning by the mast which put the ship on fire, which with much difficulty was quenched by sinking the ship, pieces whereof I saw brought up by the tide at the Back. In the end she was recovered again, new repaired and called then the *PLEASURE* and proved a good, stout and warlike ship.

"The *Seabrake* was freighted for Bordeaux, made a good voyage and came to Kingrode, for joy whereof the company fell a tippling until they were all drunk; thought the ship had struck against a rock and was ready to sink, whereupon they all forsook the ship, leaving her riding at anchor. That night and next day such storms of wind arose that she dragged anchor and was driven on shore and so beaten with tempest that she sunk; such was the vehemency of the weather no ship or boat durst go out to help her."

The *Seabright* is described in the bond as a "small bark or pinnace."

SEABRIGHT. 8.1.1586. With pinnace MARILINE or MARLYN.

Owner: John Satchfield. Bound in £1,000 to Charles, Lord Howard of Effingham. Probably the above vessel.

MARLINE. 16 tons. 30.8.1591. Thomas Sellman, master.

Owners: William Stanlacke, merchant; Robert Stone, brewer. Bound in £3,000. Probably the above pinnace.

"Not to attempt anything against her Majesty's subjects, or subjects of the French King or the Kings of Scotland or Denmark, or the Princes of Italy, or inhabitants of the Provinces of the Low Countries or the Hanse Towns." (Captain's name illegible.)

GIFT OF GOD. 150 tons. 10.7.1585. John Satchfield, captain. Christopher Birkett, master.²

Owners: Robert Kitchin, Thomas Jennings. Bound in 100 marks. 24 guns. 80 men.

¹ Laird Clowes, i. 597.

² See Appendix C, p. 345.

TWO EARLY PRIVATEERS AND THE SIXTEENTH CENTURY

Robert Kitchin was Sheriff in 1572 and Mayor in 1588-9. He died on 5th September, 1594, and was buried in St. Stephen's Church, where there is a monument with incised effigies of himself, wife and six children. His wife's arms are shown as ARGENT, THREE CROSSBOWS BENT, EACH LOADED WITH A THREE-HEADED BIRD-BOLT SABLE A CHIEF VERT. In 1581 very similar arms, AZURE, THREE CROSSBOWS OR, EACH FITTED WITH FIVE ARROWS, were granted or confirmed by the College of Arms to John Sachville of Bristol, probably John Satchfield, whose name is also given as Sachfyld and Sachefeld in the Letter of Marque bonds. It is therefore a fair presumption that Robert Kitchin's wife¹ was related to the captain of the *Gift of God* and of the Bristol ships in 1588. There is a reference to the same man (*Cal. S.P., Dom.* (1581-90), 222) dated 2nd January, 1585, when the Farmer of the Customs sent information to the Council, "of the landing of wines at the creek called Ilfardecombe, by title of a grant made to one Sachefeild," and wished to know the state of the law in such cases.

Similar arms to those of 1581 may be seen in the Cathedral on the monument of Bishop Rowland Searchfield, died 1622, and on the brass in the Lord Mayor's Chapel to William, died 1647, and Anne, died 1666, children of Rowland Searchfield, merchant, probably a son of the bishop. These three monuments have therefore a closer association with the defeat of the Armada than the statue of Neptune in Victoria Street, with its incorrect inscription² that it was erected to commemorate that event. This figure was put up in 1723 to celebrate the rebuilding of the reservoir of Temple Conduit, first built in 1586, the inscription being placed on it in 1872.³ One of the brass tables outside the Exchange—the middle one of the three—was the gift of Robert Kitchin, and the names of his executors, including his son, Abel Kitchin, may still be seen on it. Robert Kitchin was a native of Kendal.

JOSEPH. 12.7.1585. John Kitchin, captain.

Owner: Robert Kitchin. Bound to the Lord High Admiral in £1,000. Robert Kitchin had a brother, John Kitchin.

¹ Her name was Joan, only daughter of John Sachville of Bath, formerly of Bristol.

² "Neptune cast and given A.D. 1588 by a citizen of Temple Parish to commemorate the defeat of the Spanish Armada." The statue is now on its fourth site in the parish. Bristol also possesses an old inn called the "Armada" in Broadmead.

³ Latimer, p. 135.

BRISTOL PRIVATEERS AND SHIPS OF WAR

MARY FORTUNE. 17.7.158—.

Owners : Richard Dane (bound in £1,000), Philip Langloye (Langley), Thomas Pitt, Thomas Barnes, Thomas Mellins, Michael Pepwell, Thomas Warren, John Sheppard, Thomas Taylor, and other merchants of Bristol.

TIGER. 8.1585. Robert Boye, master.

Owners : David Loyd, William Coolson, Richard Coolson. Sum illegible.

MERMAN. 10.1.1586 (warrant).

Owner : Thomas Grove.

BARTHOLOMEW. 45 tons. 19.2.1588. John Porter, "captain and master."

Owner : John Porter, merchant. Bound to the Queen in £5,000.

SALAMANDER. 90 tons. 9.11.1588. Thomas Bradford, "captain and master."

Owners : William Thorpe, merchant ; David Morgan, sailor. Bound to the Queen in £2,000. This ship was chartered by Thomas Sterkey, Jerrard Gore, Thomas Braley and Company of London, merchants.

— 120 tons. 15.8.1590 (warrant).

Owner : William Walton ; with pinnace PHŒNIX, 60 tons.

In Lent, 1591, the *Salamander* was concerned, with the *Mayflower* of St. Ives, in the piratical capture of the *Whale* of Copenhagen. The prize with cargo of salt, valued together at 6,000 dollars, was taken to Cork and thence to Kinsale, "where the goods not being found just prize, restitution was offered to the master and mariners, but they inconsiderately refused to accept it, pretending they had been greatly damnified by having been brought there." Long negotiations ensued with the King of Denmark, and orders were given for the arrest of Thomas May, "captain of the ship that offended," but he was "not to be found." The owners of the *Salamander* are given as Thomas May of Templeheyden, Somerset ; Edward Marlo of Clifton ; Harry Horne and William Walton of Bristol. Owner of *Mayflower*, Thomas Watson of St. Ives.¹

¹ *Cal. S.P., Dom.* (1591–1594), 98, 138, 233.

TWO EARLY PRIVATEERS AND THE SIXTEENTH CENTURY

JONAS. 60 tons. 9.11.1588. Robert Aderton, "captain and master."

Owner: William Thorpe. Bound to the Queen in £2,000. Chartered with *Salamander* by same merchants.

FRAUNCES. 21.1.1589.

Owner: Robert Henshawe, merchant. Bound to the Queen in £100.

GREEN DRAGON. 60 tons. 7.8.1590. William Trenchard, captain. Daniel White, master.

Owners: William Trenchard, of "Cowtridge,"¹ Wilts, gentleman; Daniel Norton, of "Eastclisted," Hants, gentleman; Daniel White, seaman. Bound to the Lord High Admiral in £2,000.

With pinnace TOBY, 25 tons. Walter Denning, captain. William Browne, master.

Owners: Walter Denning, Richard Powle, William Higgins, merchants. Bound in £2,000. The *Green Dragon* was again set forth on 6th July, 1591, with *Toby*, Captain William Higgins, and Thomas Coward, master; besides Trenchard, owners are given as Hugh Cusse of "Domnett," Somerset, esquire, and John Grigge of St. Clement Danes, London. On 23rd January, 1593, the *Green Dragon*, Captain Edmund Smith, Daniel White master, was owned by Robert Aldworth, Richard Powle and John Edey. On 30th July, 1598, John Baxter, lieutenant of the *RAVEN* of Bristol, Captain Edward Pepwell, was examined by the Council. He stated that when in company with the *Green Dragon* of Bristol they met with the *Anne* of Plymouth, "with divers Spaniards transported homewards." The *Raven* let her go, but the *Green Dragon* "rifled her of the best goods she had." The *Green Dragon* and *Raven* were both in company when the latter was afterwards "cast away."²

PILGRIM. 80 tons. 24.10.1590. Edward Gyles of "Little Winborne," gentleman, captain. Arthur Cotton of "Perbery," master.

Owners: Peter Goffe, merchant; Luke Reynolds of New Inn, London, gentleman. Bound in £2,000. Nine cast pieces. 60 men. Victualled for six months. Losses £2,000.

¹ Cutteridge, North Bradley, near Trowbridge. This branch, of a family now represented by Marshal of the Royal Air Force, Lord Trenchard, was at one time connected with Chelvey and Abbot's Leigh.

² *Cal. S.P., Dom.* (1598-1601), 74. Baxter was born at Brackett Hall, near St. Albans.

BRISTOL PRIVATEERS AND SHIPS OF WAR

JOHN. 100 tons. 26.10.1590. John Williams, captain. Alexander Reyman, master.

Owners : William Walton and Company, merchants, John Walton of London, grocer, and Richard Walton of London, cooper ; bound in £2,000. Ten cast pieces ; 43 men and boys. Victualled for six months.

	<i>Captain.</i>	<i>Master.</i>
ELIZABETH 60 tons. 28.10.1590.	William Cole.	Andrew Batten.
BONAVENTURE. 7.9.1591.	,,	John Williams.
31.1.1593.	George Norton.	William Harbard.
With pinnace DAYSEY, 40 tons.	William Cole.	Thomas Horrell.
Owner : John Hopkins. Bound in £2,000, £3,000 and £3,000.		

ANNE FORTUNE. 80 tons. 8.5.1591. Thomas Horrell, captain. Richard Cook, master.

Owners : Derick Derickson, Humphrey Clowell, captain and master. Bound in £3,000. Twelve cast pieces. 50 men. Not against any ship of "France, Zeland, Holland or the easte countryes."

The will of Richard Cook, dated 4th February, 1593 (no record of proof), is printed by Rev. T. P. Wadley, in his *Wills of Great Orphan Book and Book of Wills*, 1886, the originals being in the Council House at Bristol. This states that Cook belonged to the parish of Little St. Augustine, and was then "meaninge by the sufferance of god to make my voyadge ou' the Seas." He left £10 and "my Whistell and Chaine and my Instrumentes belonging to the Sea" to his son John.

WILLIAM. 80 tons. 17.6.1591. William Harvey, master.

Owners : William Walton, Gabriel Panter, seaman, of "Kainsham" (Keynsham, near Bristol), and master. Bound in £2,000. The *William* was a "flibote."

BARK NORTON. 80 tons. 22.2.1592 (warrant). George Norton, captain. Daniel White, master.

Owner : George Norton. 10 pieces ; 55 men.

EXCHANGE. 120 tons. 4.3.1592. Richard Adams, captain.

Owner : Richard Adams, gentleman. Bound in £3,000 to Lord High Admiral. (Master's name illegible.)

TWO EARLY PRIVATEERS AND THE SIXTEENTH CENTURY

WHITE LION. 60 tons. 5.12.1592. Noye Randall of Bridgwater, merchant, captain. Philip Hopton of London, sailor, master.

Owners: Thomas Holcomb, with captain and master. Bound in £3,000.

DIAMOND. 60 tons. 15.12.1592. George Harper, captain. Thomas Neathway, master.

Owner: Thomas James.

The will of Thomas Neathway, "marryner," dated 7th February and proved 26th February, 1595, states that whereas "I was part victualler at the time of my hurt in the good ship called the SWAN of Bristol in the sum of 45 pounds, 10 shillings, I also will and bequeath, that if it shall chance the said ship to take any purchase¹ in this her voyage, that the quarter thereof shall come and be to the use of my youngest son, Thomas Neathway, and also to be put to the best profit until he shall be of age, and if he chance to die before, then to come unto my other son, George Neathway." To his apprentice, Robert Trippett, he left his "sea chiste," sea apparel, and all sea instruments.²

PLEASURE. 150 tons. 16.12.1592. Edward Frere of Middle Temple, captain. Robert Thridd, master.

Owner: Thomas James.³

This ship, which may have been formerly the *Maryflower*, is mentioned in a letter dated 14th September, 1591,⁴ from Thomas James to Lord Burleigh. In this he refers to the discovery of the island of Ramea,⁵ "made by two small ships of St. Malo; the one eight days past being prised near Silley, by a ship of which I am part-owner, called the *Pleasure*, sent by this city to my Lord Thomas Howard, for her Majesty's service. Which prise is sent back to this port by those of the said ships, with upwards of forty tons of train." Thomas James, born at Wollaston, Shropshire, of a Welsh family, was Sheriff in 1591, Alderman in 1604, and Mayor in 1605 and 1614. He was married in Almondsbury Church,

¹ An old name for plunder.

² Wadley, *Bristol Wills*, p. 280.

³ His relationship to Captain Thomas James of North-West Passage fame is not known.

⁴ Hakluyt, vi. 91.

⁵ Probably Amherst Island, one of the Magdalen group. Champlain's map of New France (1612) has "I. Ramees," and Henry Briggs's map, printed by Purchas (MacLehose ed., vol. xiv.) has "Rama," in approximately the position of that island.

BRISTOL PRIVATEERS AND SHIPS OF WAR

to which he left a small legacy at his death in 1619. James's monument, with effigy kneeling in prayer before an open Bible, is in the Lord Mayor's Chapel.

GABRIEL. 80 tons. 23.1.1593. William Furthe, captain. John Williams, master.

Owners: Thomas and Robert Aldworth, Edmund Browne. Bound in £3,000.

Thomas Aldworth was Mayor in 1582. In November of that year he wrote¹ to Sir Francis Walsingham, whose reply dated 11th March, 1583,¹ was personally delivered by Richard Hakluyt and Thomas Steventon. In this he commends Aldworth's "good inclination to the Western discovery," and suggests that the two ships he had offered should go with Sir Humphrey Gilbert, then fitting out for his ill-fated voyage to Newfoundland. Aldworth in his reply of 27th March states that a meeting of the Society of Merchants had been held, attended by Hakluyt, which proposed sending the two ships with Christopher Carleill, Walsingham's son-in-law, "of whom we have heard much good." A thousand marks were subscribed, Steventon and another "well known to us" were accepted as captains of the ships, but the project fell through. William Salterne, "deputie of our company of merchants," who afterwards sailed with Gosnold and Pring, was one of those "most affectionate to this godly enterprise." Aldworth was again Mayor in 1592. The monument with effigies of John and Francis Aldworth in the Lord Mayor's Chapel also commemorates Thomas Aldworth, to whom there was once an inscription, now missing, stating that he died on "25th February, 1598."²

Robert Aldworth, his ^{NEPHEW}son, was born in 1561, and lived and died at St. Peter's Hospital. As early as 1625 Aldworth and Giles Elbridge, his son-in-law, had an agent in what is now the state of Maine, U.S.A., and on 29th February, 1632, they received a grant of 1,200 acres in the Pemaquid country, with an additional 100 acres for every person brought over. Their agent at this time was Abraham Shurt, who bought Monhegan for them, and the settlement is still commemorated by the town of Bristol. In 1625 Aldworth built a dock, followed later by a second, which in 1687 were both filled in. Alderskey (Aldworth's Quay)

¹ Hakluyt, vi. 79.

² Barker, *History of St. Mark's Church*, 1892, p. 183. That is, 1599 new style; Aldworth's will is dated 17.11.1598.

TWO EARLY PRIVATEERS AND THE SIXTEENTH CENTURY

Lane, at the end of Princes Street, since demolished, was near the site of them.

Aldworth was Sheriff in 1596, Mayor in 1609, three times Master of the Merchant Venturers, and Alderman from 1614 until his death in 1634, when he was buried in St. Peter's Church, where there is a fine monument to his memory. On this he is described as "a famous merchant, a successful voyager through many seas, seeking rather the glory of his country and the relief of the poor than thirsting for the accumulation of hoards of wealth." The monument bears the arms of the Merchant Venturers, a merchant's mark, three tuns for a trader in rum and five loaves for a sugar boiler.¹

* * * * *

In April, 1591, Peter de Hody of Bayonne set forth the "*Gray bonde*," 100 tons, for Newfoundland, where she loaded a cargo of fish and train oil, which with the ship was valued at 6,000 crowns. "On her return towards Bayonne, she was met by an English ship appointed warlike belonging to Sir Walter Raleigh, whereof was master John Flegon, who so furiously battered the same, that she was constrained to yield, and was brought to Uphill," in Somerset. Peter de Hody sent two men to seek redress, but after spending 500 crowns "they were fain to leave off their suit, and to return homewards into France, to save their lives, being every day threatened by the owners and victuallers of the said ship of war, who being rich merchants in Bristol have received the proceedings of the merchandise and withhold the said ship in their custody."²

In December, 1591, a "hulk of St. Jean de Luz" belonging to Martin Daguerre, laden with 200,000 dry fish, was taken by three Bristol ships and brought to this port, where ship and cargo were sold. The owners and victuallers of the ships are given as Captain Robert Johnson, Captain William Fletcher, Humphrey and Samuel Clowell, Richard Pawle and Roger Bowman. The Privy Council writing to the Mayor of Bristol in May, 1593, inform him that they were ordered "to restore the bark in such state as she was at the taking, together with 100,000 fish and sum of £60. This ought to have been performed last December, but nothing has been done. In default the Queen will be constrained to consent to

¹ *Trans. Bristol and Gloucestershire Archæological Society*, xxvii. 95; original in Latin.

² F. A. Knight, *Seaboard of Mendip*, 1902, p. 266; *Cal. S.P., Dom.* (1591-94), 231.

BRISTOL PRIVATEERS AND SHIPS OF WAR

letters of marque being granted by the French king to Bayonne and St. Jean de Luz, against the city of Bristol, which will turn to no small prejudice of their adventures." The loss to Daguerre was estimated at 7,000 crowns, "besides what he has spent in attempting its recovery, having kept a man in England at great charge ever since by means whereof he is utterly undone."

Latimer in his *Sixteenth Century Bristol*, mentions a case of piracy "of a revolting character." In a warrant addressed to all the maritime officers of the Crown, the Privy Council state that they had been informed that the *Minion* of Bristol, Captain Thomas Webb, had taken a Danzig vessel and "had cruelly tortured the master and sailors, carried off the entire cargo, despoiled the ship of her anchors and cables, whereby she was wrecked and the crew drowned. The Crown officials were ordered to arrest and imprison Webb and his accomplices until they gave bail. In January, 1597, the Council addressed a severe rebuke to the Mayor of Bristol, who after the offenders had been arrested, presumed to liberate three of them, who were officers of the *Minion*." There is no record of the trial, and it is probable that Thomas Webb was connected with Alderman John Webb, who became Mayor the following September.

We know that the *Minion* had a letter of marque, as on 23rd March, 1595, Lord Howard of Effingham wrote to Julius Cæsar, the Judge of the Admiralty Court, stating that "whereas the *Minion* of Bristol hath committed spoils at the sea of late, and specially on the good ship named the *White Falcon* of Dansicke; these shall be to require you to cause the bond entered for that ship to be put in suit, that therewith the merchants that freighted the said *Falcon* may be satisfied their damages."¹

Privateering at this period was very often a thinly-veiled disguise for piracy, of which the foregoing are three examples.

The *Minion* was probably the ship of 250 tons built in 1581 by Thomas Kelte and William Gittons. On 29th June Thomas and Milo Dickenson, merchants, entered into a bond of £400 that she should not be sold to foreigners, which was customary before the shipbuilding bounty of five shillings per ton (£62 10s.) was paid.² The same ship, commanded by John Satchfield, took part in the defeat of the Armada.³

¹ Marsden, *Law and Custom of the Sea*, i. 287.

² Oppenheim, *Administration of Royal Navy*, p. 167, and Letter of Marque Bonds.

³ In 1584 the master of the *Minion* was William Freekes. (*Cal. S.P., Dom.* (1581-90), 205.)

CHAPTER IV

MARTIN PRING

“Wealth and honour, the two main pillars of earthly happiness.”

MARTIN PRING was born in 1580, and probably belonged to a family long settled at Awliscombe near Honiton. “Pringe” is the first name in the parish register, and he may have been related to the “Martyn Pringe” of whom the burial is recorded on 20th October, 1569.

Pring is first heard of in 1603, when he was given the command of two ships fitted out “upon many probable and reasonable inducements, used unto sundry of the chiefest merchants of Bristol,” by Richard Hakluyt, then a prebendary of the Cathedral. These were the *Speedwell*, 50 tons and 30 men, in which sailed Pring, “a man very sufficient for his place,” with Edmund Jones, mate; and the *Discoverer*, 26 tons, 13 men and a boy, William Browne, master, Samuel Kirkland, mate, “both good and skilful mariners.” They sailed from Kingroad “for the farther discovery of the north part of Virginia,” on 20th March, but were wind-bound in Milford Haven until their final departure on 10th April.¹ The Queen had died in the meantime, and as this was the last voyage of discovery to set out in her reign, Pring has been styled “the last of the Elizabethan seamen.”² He had been preceded in 1602 by Bartholomew Gosnold in the *Concord* of Dartmouth, who had attempted to form a colony on Elizabeth’s Isle, now called Cuttyhunk, but owing to dissensions and lack of food it was soon abandoned, and Gosnold returned home after giving two features of the coast the names of Martha’s Vineyard and Cape Cod, which still survive.

Pring fell in with the mainland in $43\frac{1}{2}^{\circ}\text{N.}$, and sailing along the coast in a south-westerly direction, anchored in a bay which he named Whitson Bay, after John Whitson, Mayor of Bristol, “one of the chief adventurers,”

¹ Narrative written by Pring (except two paragraphs), Samuel Purchas, *Purchas His Pilgrimes*, 1625 (MacLehose edition, 1905), xviii. 322-9; note by Robert Salterne, who sailed as Pring’s “assistant,” *Captain John Smith’s Travels*, Edinburgh, 1910, i. 336.

² J. H. Pring, M.D., *Captaine Martin Pringe*, London, 1888, pamphlet.

BRISTOL PRIVATEERS AND SHIPS OF WAR

a hill adjoining being called Mount Aldworth, after Robert Aldworth, "a chief furtherer of the voyage, as well with his purse as with his travell." Whitson Bay was at one time supposed to be Edgartown in Martha's Vineyard, but has since been identified as Plymouth Harbour,¹ where Captain Christopher Jones of the *Mayflower* landed his passengers in 1620. On the Simancas Map of 1610 the northern point of Cape Cod is called Whitson's Head.²

They remained here about seven weeks, building a small fort, loading sassafras³ and cultivating friendly relations with the Indians. Pring says: "We used them kindly and gave them divers sorts of our meanest merchandize. We had a youth in our company that could play upon a gitterne,⁴ in whose homely musicke they took great delight, and would give him many things, as tobacco, tobacco pipes, snakes skins of six foot long, which they use for girdles, fawns skins and such like, and danced twenty in a ring, and the gitterne in the midst of them, using many savage gestures, singing Jo, Ja, Jo, Ja, Ja, Jo; him that first brake the ring, the rest would knock and cry out upon." He also states: "We carried with us from Bristol two excellent mastiffs, of whom the Indians were more afraid than of twenty of our men. One of these mastiffs would carry a half-pike in his mouth. And when we would be rid of the savages company we would let loose the mastiffs and suddenly with outcries they would run away."

At the end of July the *Discoverer* was sent home with a cargo. Soon after her departure, one day "about noon while our men in the woods were asleep, there came down about seven score savages armed with their bows and arrows, and environed our house, wherein were four of our men with their muskets to keep sentinel, whom they sought to come down unto them, which they utterly refused and stood upon their guard. Our master likewise being very careful and circumspect, having not past two with him in the ship, put the same in the best defence he could and caused a piece of ordnance to be shot off, to give terror to the Indians and warning to our men which were asleep; at the noise of which piece they were a little awaked and began to call for Fool and Gallant, their great and fearful mastiffs, and quietly laid themselves down again, but

¹ By Rev. F. B. de Costa, "Plymouth before the Pilgrims," *Magazine of American History*, 1882, p. 807.

² A. Brown, *Genesis of United States*, i. 456.

³ A bark used in medicine.

⁴ An old instrument of the guitar kind strung with wire (*N.E.D.*).



J. L. Gottfried's Voyages, Leyden, 1727.

Royal Geographical Society.

PLYMOUTH HARBOUR.

Indians dancing to the music of a gittern.



J. L. Gottfried's Voyages, Leyden, 1727.

Royal Geographical Society.

PLYMOUTH HARBOUR.

The SPEEDWELL firing a gun on the approach of the Indians, with mastiffs
Fool and Gallant in foreground.

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being quickened up with a second shot, they roused themselves, betook them to their weapons and with their mastiffs, great Fool with a half-pike in his mouth, drew down to their ship; whom when the Indians beheld afar off, with the mastiff they most feared, in dissembling manner they turned all to a jest and sport and departed in friendly manner."

These incidents are the subject of two engravings in J. L. Gottfried's collection of voyages, published at Leyden by Peter Vander Aa in 1727.

The *Speedwell* sailed about 8th August and arrived in Kingroad on 2nd October, Pring reporting that the land was "full of God's good blessings." A boat "made of the bark of a birch-tree" was taken to Bristol, but was not the first to be seen in England as stated in the *Dictionary of National Biography*, Gosnold having returned with one in the previous year.¹

On 21st March, 1604, Pring sailed from Woolwich as master of the *Olive Plant*, Captain Charles Leigh. After five days at Mogador, which was left on 19th April, they arrived on 22nd May in the River Wyapock (now Oyapok) in Guiana, where Leigh hoped to found a colony. Writing to his brother on 2nd July, Leigh accuses his "unfaithful servant, the master," of suborning the crew and causing a mutiny.² Nothing more is known of this except that Pring soon afterwards returned home in a Dutch ship.

In 1606 Sir John Popham and Sir Ferdinando Gorges³ sent out to Northern Virginia⁴ the *Richard* of Plymouth, Captain Henry Challons.⁵ This voyage ended in disaster, as the *Richard* was taken in time of peace by five Spanish ships in the West Indies and her crew sent prisoners to Seville. Soon after her departure another ship sailed with supplies commanded by Captain Thomas Hanham with Pring as master. Unfortunately no account has been preserved of this voyage, though

¹ Purchas, xviii. 309.

² Purchas, xvi. 318, 338.

³ Founder of the State of Maine, U.S.A.; son of Edward Gorges of Wraxall, Somerset; probably born at Clerkenwell, 1565; captain of *Great Neptune*, 1623; married widow of Sir Hugh Smyth of Ashton Court, 1629; obtained Royal Charter of Maine, 1639; died 14th May, 1647; buried in Long Ashton Church, near Bristol. No monument or memorial.

⁴ Named New England by Captain John Smith in 1614.

⁵ Purchas, xix. 284; narrative by John Stoneman, pilot. Another account by Daniel Tucker, merchant, is printed by J. P. Baxter in *Sir Ferdinando Gorges and his Province of Maine*, 1890, iii. 129.

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Purchas says he had one, written by Hanham, all ready for the press, and which he then omitted to publish owing to "our voluminousnesse."¹ Gorges states in his *Brief Relation* that Pring brought back "the most exact discovery of that coast that ever came into my hands, and indeed he was the best able to perform it of any I met withal to this present, which with his relation of the country, wrought such an impression on the Lord Chief Justice [Popham] and us all that were his associates, that (notwithstanding our first disaster) we set up our resolutions to follow it with effect." Pring's "exact discovery," which was probably a chart, is not known to exist now. Captain Hanham, born in 1576, was the second son of Thomas Hanham and Penelope, eldest daughter of Sir John Popham. He died 1st August, 1652, and was buried in Wimborne Minster, where there was formerly a monument to his memory, since disappeared.²

The *Dictionary of National Biography* states that it is probable that in 1608 Pring joined the East India Company, but if so he returned to Bristol in 1610, as in that year he was employed by the Society of Merchant Venturers to carry out a survey of the Bristol Channel.³

In 1614 the Company set forth their First Joint Stock Voyage, commanded by Nicholas Downton in the *New Year's Gift*, 650 tons, with Pring as master. The other ships with their "cape⁴ merchants and commanders" and masters were as follows:—

HECTOR . . .	500 tons.	William Edwards.	Arthur Spaight.
MERCHANT'S HOPE	300 „	Nicholas Emsworth.	Matthew Molineux.
SOLOMON . . .	200 „	Thomas Elkington.	Hugh Bennett.

Downton had already made a reputation as commander of the *Peppercorn* and second in command to Sir Henry Middleton in the Sixth Voyage, 1610-1613.

The fleet sailed from the Downs on 7th March and arrived at Saldanha

¹ Purchas, xix. 296.

² Captain Hanham married Elizabeth, daughter of Robert Broughton of Somerset; their second son, Thomas, died 17th June, 1650. A monument erected by Margaret, "his loving and sad widow," and containing "his portraiture and her own," is on the west wall of the north aisle of Wimborne Minster. (H. S. Burrage, *Beginnings of Colonial Maine*, 1914, p. 58.)

³ Latimer, *History of Merchant Venturers*, p. 206.

⁴ Spanish *cabo*, head.

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Bay on 15th June after a passage of 100 days "without any touch or stay."¹ On the 30th Downton sailed, and after calling at Madagascar and Socotra, arrived at Swally "with not above four sick men in the whole fleet" on 15th October. Swally, first visited by the *Hector* in 1606, was the port for Surat, and the anchorage called Swally Hole had been discovered by William Pemberton, master of the *Darling*, on 5th November, 1611. At the time of Downton's arrival the Company's factor at Surat was Thomas Aldworth, a member of the well-known Bristol family—he was Sheriff in 1609—who had been mainly responsible for its establishment in January, 1613. He had come out in 1612 as captain of the *Hosiander* and second in command to Thomas Best of the *Dragon*, general of the Tenth Voyage, who had defeated the Portuguese in two engagements at the end of the year. The day after the *New Year's Gift* anchored Aldworth went on board with one Richard Steel, who had arrived at Surat overland from Aleppo and whom Downton says was born in Bristol.² Aldworth, one of the founders of our Indian Empire, died at Surat in 1615.

Early in 1615 the Portuguese recommenced hostilities, and a fleet was sent from Goa commanded by Dom Jeronimo de Azevedo. On 19th January Downton says that "having no merchants at all aboard, I sent for all my masters to supper, with some mates, desiring every man to speak freely, how he thought best for us to work, considering the present straight we seemed to be in. I found all the masters to my heart's desire, willing and tractable to whatsoever I should wish."

The following morning the *Merchant's Hope* was sent down to anchor at the bar "to prepare the enemy to some attempt." She was soon afterwards attacked and boarded before the other three ships could come to her assistance, but they "had no quiet abode there, neither could rest in their own ships, nor make them loose from the *Hope*, for our great and small shot; so that when the principal were killed, the rest in great number, for quietness sake, leapt into the sea, where their frigates took many of them up."

The English had five men killed, and the *Merchant's Hope* was set on fire and her mainmast partly destroyed. The Portuguese are said to

¹ Narrative by Downton, Purchas, iv. 214. On 19th January, 1614, there is a reference to an allowance for sailors from Bristol, "they being all lusty men and good mariners." These men may have been employed on this voyage. (*Cal. S.P., East Indies* (1513-1616), 270.)

² *Letters received by E. I. C. from its Servants in the East*, ii. 169. (See p. 245.)

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have lost more than 300 men, and their defeat greatly enhanced the prestige of the English with Mukarrab Khan, the Mogul's governor.

On the 9th and 10th two attempts were made by the enemy with fireships, but both failed, and Downton sailed from Swally on 2nd March for Bantam, where he arrived on 2nd June. On 6th August Downton died, and was succeeded by Thomas Elkington. The *New Year's Gift*, after loading a cargo in spite of the opposition of the Dutch, sailed from Bantam for England on 22nd December. A month later Elkington died at sea, and the ship was brought home by Pring, who, after calling at Saldanha Bay on 1st May, anchored in the Downs on 25th June, 1616, a passage of 186 days.

Purchas has preserved a "briefe note" written by Pring on his voyage with Downton, but which omits the account of the fight at Swally. He gives several astronomical positions by sun and stars, and describes an eclipse of the sun which occurred on 19th September, 1615.¹

In 1617 Pring was appointed to the command of the five ships of the Fifth Joint Stock Voyage. His ship was the *James Royal*, 1,290 tons, Richard Coytmore master; with the *Annie Royal*, 1,057 tons, Andrew Shilling; *New Year's Gift*, 800 tons, Nathaniel Salmon; *Bull*, 400 tons, Robert Adams; and *Bee*, 150 tons, John Hatch.

The fleet sailed from the Downs on 5th March, and after a passage of 109 days arrived at Saldanha Bay on 22nd June.² Here a stay was made, taking in water and recuperating the sick men, until 13th July, when the voyage was resumed. The fleet arrived at Mohilla, one of the Comoro Islands, on 13th August, where a stay of five days was made. On 8th September the *James Royal* sprung a dangerous leak, which was stopped by passing a spritsail stitched with oakum underneath the ship's keel.³ Four days later a Portuguese vessel, bound from Mozambique to Diu with a cargo of ivory, was taken by the *New Year's Gift*, and on the 16th two English interlopers, belonging to Sir Robert Rich and Philip Barnardi, an Italian merchant, were seen in chase of a large ship belonging to the Great Mogul's mother. They were the *Francis*, Captain Samuel Newse, and *Lion*, Captain Thomas Jones,⁴ which, with the Indian ship, were taken to Swally, arriving on

¹ Purchas, iv. 567.

² Narrative by Pring, Purchas, v. 1-63; letter of Patrick Copland, preacher of the *James Royal*, Purchas, v. 141.

³ The operation known as "fothering."

⁴ Formerly boatswain of the *Hector*.

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20th September; the *James Royal*, delayed by her leak, coming in on the 24th.

Sir Thomas Roe, ambassador of James I, was at this time in residence at the court of Jehangir. He wrote a letter¹ to "the general of the expected fleet," whom he was pleased to find was Pring, a friend of old standing. In this he suggested that if attacked by the Portuguese the best policy would be to fight them in the open sea and not remain in Swally Road as had been done by Downton, and with this Pring agreed. On 10th October twenty Portuguese vessels arrived from Goa, but no hostilities ensued. In November prize-money was distributed to the crews, and on the 14th the *Bee* was sent to the Persian Gulf, which had been first entered by an English ship, the *James*, Alexander Child, master, in 1616.

Roe, who was brother-in-law of John Tomlinson, Mayor of Bristol² in 1630, had a high opinion of Pring, and writing to him on 14th February, 1618,³ he says: "I assure you honestly I have loved you seven years for the good disposition and worth I found in you. If it were in my power I would make it manifest. My word or report in England you need not; yet perhaps not so well known to all as to the Company," and in a letter⁴ to the latter of the same date he tells them that Pring, "by his great modesty and discretion hath both reformed many abuses, gained you much good will, himself all mens love and his own credit. An honester man I suppose you cannot send and that his actions will approve; one that studies your ends, is ready to join with any, without insisting upon disputes and terms."

This was high praise from a man like Sir Thomas Roe, of whom it has been said⁵ that he was "the first of a long line of remarkable Englishmen who by their ability, their force of character, their unselfish adherence to lofty aims, have built up the British dominions in India; and looking down the ranks of his successors, it is not too much to say that few have equalled, none have excelled him."

In a letter from Pring to the Company, dated 18th March, 1618,⁶

¹ Printed in *Roe's Embassy*, Hakluyt Society, ii. 407.

² *Voyages of Foxe and James*, Hakluyt Society, i. cxli.

³ *Roe's Embassy*, ii. 489.

⁴ *Idem.*, ii. 468.

⁵ By Sir William Foster, *Roe's Embassy*, i. xlv.

⁶ Foster, *English Factories*, i. 29.

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he tells them that he "was in good hope that our smaller ships might have rode in the river of Surat; but I have since caused a discovery thereof to be made and find it so full of shoals that the smallest ship we have can ride nowhere afloat to command the river. I have also discovered the coast on the wester side of the Gulf of Cambaia from Gogo unto Jungee (Janjmer?) with many of the sands and shoals that lie in the entrance of the said bay, a description whereof¹ I send herewith unto your Worships for the benefit of succeeding voyages." The *Francis* and *Lion* were also employed "by turns to the southwards the better to discover the coast with the shoals adjacent and withal to look out for Portugal forces, because I had advice of the arrival of El Conde de Rotundo,² a man set forth with no small hope of great actions, but as yet we cannot hear of any preparations against us, which gives me hope that he will prove a very quiet man."

On 13th January, 1618, the *Lion* was accidentally burnt, and on 12th March Pring sailed for Bantam. The *Anne Royal* parted company for the Red Sea on the 17th, where Roe hoped to establish a permanent trade. One of her merchants was Edward Haines, who belonged to a family once living at Westbury-on-Trym.³ The *Bull* sailed for England the next day, and the *James Royal* with the *New Year's Gift*, *Bee*, *Francis* and Portuguese prize arrived at Vilinjam on 2nd April, where three days were spent in taking in water and provisions. The *Bee* was dispatched to Masulipatam on 14th April, and the *New Year's Gift* to Sumatra the following day. On 13th May the *Francis* was cast off as unserviceable, and Pring with the prize proceeded to Bantam, arriving on 19th June. Here Pring remained until 2nd September, when the *James Royal* anchored in Jacatra road.

On the 26th Pring states that he was successful in negotiating with the King of Jacatra for a plot of ground to build a factory on. A state of unofficial war had existed for some time with the Dutch, and since the beginning of 1617 Nathaniel Courthope, the one-time purser of the *Trades Increase*, had been besieged at Pulo Roon in the Bandas. His two ships, *Swan* and *Defence*, were in the hands of the Dutch, and two more sent to relieve him, the *Solomon* and *Attendant*, were captured in sight of the garrison on 25th March, 1618. On 19th November

¹ Not extant.

² Dom Joao Coutinho, Conde de Redondo, Viceroy, 1617-19.

³ *Trans. Bristol and Gloucestershire Archaeological Society*, ix. 288; journal in Purchas, iv. 457.

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Sir Thomas Dale arrived from England in the *Clove* as general of the Company's fleet, with the *Moon*, *Samson* and *Peppercorn*. His flagship, the *Sun*, one of the largest ships, had been wrecked on the 15th at Engano, an island south of Sumatra, and became a total loss. William Jourdain, the first President appointed for Bantam, also arrived with Dale. A council was held on the 28th, which "with one consent resolved to lay hold upon all occasions to redeem the disgraces and losses done to our King and country."

With the arrival of the *Globe* the following day Dale now had a fleet of fourteen ships, the others being the *New Year's Gift*, *Bee*, *Unicorn*, *Thomas*, *Advice*, *Rose* and *Little Francis*. Shortly afterwards a search was made for the *James Royal's* leak, which was found to be "an augur hole left open in the middle of the keel," and on 5th December the Dutch ship *Swart Leeuw* was taken without bloodshed by four ships detached for the purpose. Sir Thomas Dale, now in the *Moon*, sailed on the 19th with eleven ships, Pring having transferred to the *New Year's Gift*, and the *James Royal*, *Advice* and prize being left behind. On the evening of the 21st a council of war was held on board the flagship, at which a plan of attack was drawn up and signed by the commanders of the ships present.

On the morning of the 23rd the Dutch fleet of seven ships was seen standing off to the westward along the land. "The *Devil of Delft* borrowing so near that she came aground, and sat fast for a quarter of an hour; which was no sooner perceived by us, but forthwith we made towards them with all our fleet; yet before we drew anything near she slipped off again; and she with the rest of the fleet standing off to the northwards. Our fleet having the weather gadge, we paid room upon them, till we came within shot, and then the *Moon* began the fight with the headmost ship of the Dutch, named the *Sun*; our fight continued three hours, during which time we spent some 1,200 great shot amongst them, and so left them for that night."

Dale in his dispatch¹ stated that, excluding the *Swart Leeuw*, "appointed to look on," *Peppercorn*, loaded with money and goods, and *Thomas*, fitted as a fireship, he had "eight fighting ships to seven of theirs, but five of theirs much better than ours, yet there were but five of our ships that fought, the more shame for some of them." After

¹ *Cal. S.P., East Indies, 1617-1621*, preface. The master of the *Thomas* was William Hawkeridge who commanded a North-West Passage voyage in 1625. (See *Mariners' Mirror*, 1927, xiii. 51.)

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"a cruel, bloody fight, many men maimed and slain on both sides," he assures the Company that "they were soundly banged." The following day it was "our ill fortune to discover three of our ships¹ at sea which came from Bantam; we plied off to join them for their better safety and made some small stay until they came up to us. In the mean time their fleet which by this time was nine sail, cut down their main sails and away to the eastward" of Jacatra, where both fleets anchored for the night. A fireship attempt by the Dutch having failed, their fleet on Christmas Day, instead of remaining in support of the fort at Jacatra, besieged by the Javanese, as Dale expected them to do, sailed for Amboyna, and by "this means we lost them, which troubled me very much, for if our three ships had not come in sight, they had never gotten away, which was a great hindrance to our proceedings in the Moluccas."

On the night of the 27th Pring states that the *Swart Leeuw* was "set on fire by the wretched carelessness of three wicked fellows and burnt down to the water." A council was held on 6th January, 1619, at which it was decided to land six guns from the ships to assist in the siege of the fort, Dale remaining with eight ships while Pring with six proceeded to sea to wait for the Dutch fleet which was expected from Europe. In the meantime the *Thomas*, being an old ship, had been scuttled and the *Francois* sent with supplies to Courthope at Pulo Roan. On the 31st Pring returned to Bantam "by order of the President," Dale arriving with the rest of the ships a few days later. In view of the hostility of the Pangaran of Bantam, whose policy was "to cross and hinder us in all our proceedings," and who now demanded the possession of the fort on its surrender, the lack of munitions and supplies and the certainty that the Dutch would return in greater strength to meet their reinforcements, it was decided to abandon the factory, return to India to refit and join up with the outward-bound ships from Surat.

On 26th February, having heard that four Dutch ships had arrived, Pring put to sea in the *James Royal* with the *New Year's Gift*, *Unicorn* and *Little James*, and on 1st March the enemy were seen at anchor in the Sunda Straits. Pring says: "As soon as we descried them we made towards them with all speed; they in a careless fashion plied it to and again with their topsails half mast down, and at length as we drew near,

¹ *Little James*, *Hound* and *Francois*.

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the Admiral and the rest bore up with our ship, being the winder most of our fleet ; and gave us two shot, one through the ship's side under the half-deck ; and the other in the steeridge side. This I declare, because men may the better understand the insolency of this arrogant nation, to come on with such a Spanish bravado and so soon to run away. They had no sooner begun, but they were as quickly answered from our ship, in such a measure, that within the space of two hours we made them as quiet as lambs ; the Admiral, that first gave the onset, being the first that ran away and after him all his fleet ; whom we chased until night, and then finding them too light of foot, gave over." Hatch, the master of the *New Year's Gift*, states¹ that on seeing the English the Dutch ships weighed anchor "and we made all the sail we could to get up to them, they keeping the weather of us, their Admiral let fly two pieces at the *James Royal* first : then we went to it on all hands. As we fought, one of the Flemings ran aboard their Admiral by chance, and bore overboard his own botspret and beakhead and the Admiral's ancient. The other two Flemings seeing that, shooting a shot or two, ran away and the rest after. We tacked and chased them, but they going better, went from us exceedingly and we gave over."

On the following day the English returned to Bantam. Writing from Sunda Straits on 23rd March Pring states² that he had flogged five men for mutiny and complains of the difficulty of governing "this incorrigible scum of rascals, whom the land hath ejected for their wicked lives and ungodly behaviour. Our misery is that we so often see the proverb fulfilled, which is if they be good for nothing send them to the East Indies." He knows "many proper seamen were refused that would willingly have been entertained, the only difference being two shillings a month," while others were taken if they only knew as much as "the point of the compass opposite to N.E. One good seaman was worth five of these sea-gulls. They come to sea with few clothes, but many diseases ; they fall into the purser's books, then if once denied money their fingers are like live twigs, nothing being too hot or too heavy for them, that lies in their way." Pring was also one of those, and there were many others, that believed in forming an alliance with the Dutch against the Spaniards and Portuguese, which was afterwards done, but with poor success.

¹ Narrative in Purchas, iv. 535-47.

² *Cal. S.P., East Indies* (1617-21), 266 ; quotation at head of chapter is in this letter.

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It was now decided that Jourdain should visit the other "almost decayed" English factories, and he sailed on 24th April with the *Samson* and *Hound*. The policy of detaching a weak force in face of a capable enemy, now commanded by Jan Pieterzoon Coen, the greatest of the Dutch Governor-Generals, led to the usual result, the English being attacked by three Dutch ships at Patani on 17th July and taken after a stout defence, in which Jourdain was killed.

Dale and Pring sailed for Masulipatam on 22nd May with eleven ships, but parted company on the 30th. Pring, with the *New Year's Gift*, *Unicorn* and *Bee*, arrived off the Coromandel coast a month later, but was carried to the northward of his port, and eventually anchored off the mouth of the Godaveri in Coringa Bay on 4th July. Here George Ball, formerly factor at Bantam, was sent up the river to Nilapali, from whence a letter was sent to William Methwold, the Company's agent at Masulipatam, who arrived on the 12th with a supply of provisions. On the 26th Pring entered the river in his boat, and after spending the night at Coringa, arrived at Vingeron¹ the next day, where "before I came to the town's end, the Governor sent his horse for me with all the musique that the place afforded; amongst other instruments there were two huge brass horns instead of trumpets. The Governor received me very kindly, but more kindly my present, which was two pieces China velvets and six pieces China taffataes; our congratulations ended, I took my leave of him, who then caused his pallankes to be made ready to convey me to my lodging, which was an house near at hand, that he himself had allotted me."

On the 19th Dale arrived at Masulipatam, only to die on 9th August "after twenty days of languishing sickness, many testimonies of good Christianity, contempt of Death, and singular zeal and affection towards your service."² Pring heard "the doleful news" on the 24th, and arriving at Masulipatam 7th September, the following day was appointed Admiral of both fleets. Dale had intended to return to Sumatra by September, and if this plan had been carried out by his successor the capture of four ships commanded by Robert Bonner, at Tikou in Sumatra, on 1st October might not have taken place, and for the delay Pring has been justly blamed. Three months were spent at Masulipatam, where "his riotous sailors committed excesses which brought disgrace on the English name."³

¹ Now Injeram, near the French settlement of Yanaon.

² Foster, *English Factories*, i. xli.

³ *Idem*.

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Methwold, however, exonerates Pring, and says he "cannot sufficiently commend the present commander."

He eventually sailed on 10th December with nine ships, and arrived at Tiku on 24th January, 1620. Here three ships were found just out from England commanded by Captain Charles Clavenger in the *Palsgrave* with the *Elizabeth* and *Merchant's Hope*. A week later a council was held on board the *James Royal*, at which it was resolved to go to Acheen and wait for the ships from Surat, "that we might keep our forces together, the consideration of the Hollanders forces, holding it no wisdom for us to adventure the whole estate that the Honourable Company hath now in India, upon such desperate terms; they having at this time four ships for one of ours." Tiku was left on 3rd March, and on 2nd April news was brought that there were fifteen Dutch ships at Bantam and Jacatra, whereupon Pring "resolved to go for Bantam, to treat with the Pangaran, hoping that the Hollanders would not venture upon us." He sailed on the 6th, and two days later "met with the *Bull* come from England, with the joyful tidings of peace between the Dutch and us;" which had been signed on 7th July. On the 11th the Dutch were met with at sea, and the next day both fleets arrived at Bantam.¹ Arrangements were now made for the co-operation of the English and Dutch Companies, one measure being the fitting out of a combined Fleet of Defence to proceed against the Spaniards at Manila. Pring was offered, but refused, the command, and he sailed for Japan on 27th April with the *Unicorn* in company to careen and refit. Captain Adams of *Bull* was appointed to Fleet of Defence.

Purchas has Pring's journal of this voyage "set by itself for the use of mariners,"² and it is the second published account of an English voyage to Japan, the first being that of Captain John Saris in 1613.³ The two ships passed through Banca Strait and made their first call at Pulo Timaon, off the coast of Malaya, on 17th May, where the captain of a junk of Johore "set out for a man of war" assured Pring "that he would take my part against the Portugals as long as life did last." On the 25th they arrived at Patani, now in Siamese Malaya, and then the seat of a factory in charge of Adam Denton. Supplies were obtained

¹ The Dutch now had 17 ships.

² Purchas, v. 33.

³ *The Voyage of Captain John Saris to Japan in 1613*, Hakluyt Society, 1900. The unpublished log of *Hosiander*, 1615, is in India Office.

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and a small frigate was taken with them "to attend upon the *James Royal*," when they sailed on 31st May. Passing Pulo Condore and Cape Varela, the ships anchored on 17th June owing to bad weather. When heaving up the next morning the *James Royal* lost an anchor, "the cable being new and never wet before," and the *Unicorn* reported "she had sprung a great leak, which had almost tired all their men with baling." Thirty men were sent on board "to ease their men by spells," and in the evening they returned "and brought us news, that the great leak was firmly stopped, whereat we all rejoiced." On the 19th the *Unicorn* sprung another leak, and Pring went on board "to know what they intended to do; where I found them all very willing to stand it along, because the wind was fair; not doubting but that they should be able to overcome it. When I heard their resolution, I caused all my lascayres to remain aboard to assist them and so we stood away." This is the earliest reference we have found to the employment of lascars in an English ship.¹ Two days later the ships parted company, the *Unicorn* being afterwards wrecked near Macao. Her ship's company, which included two English women,² were nearly all saved, and some of them eventually reached Bantam. She was the first English ship lost on the China coast. The *James Royal*, "with three or four great leaks between wind and water," on 11th July sighted Formosa, which Pring compares to the coast of Barbary. Passing through the Formosa Channel, the *James Royal* arrived at Kawachi on 23rd July.³

Four days later Richard Cocks, the Company's agent in Japan, came on board, and the same day the ship was taken to Hirado, where a factory had been established in 1613. Three more English ships, commanded by Captain Robert Adams, arrived soon afterwards, and on 1st August a council was held concerning the choice of four men, two English and two Dutch,⁴ "to carry the present to the Emperor, where (after it was considered that I could not so long be spared from the *James*) we made choice of Master Charles Clavenger, Commander of the

¹ It is the earliest example given in *New English Dictionary*.

² Purchas, v. 146.

³ The *James Royal* was the fifth English ship to visit Japan. Her predecessors were the *Clove*, arrived Hirado 12th June, 1613; *Hosiander*, 31st August, 1615; *Thomas*, 21st June, 1616; and *Advice*, 13th July, 1616.

⁴ Some Dutch ships were in the Fleet of Defence under Captain Adams, who was probably the same man that made five voyages to Virginia, 1609-1614. (Brown, *Genesis of United States*, ii. 812.)

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Palsgrave, and Joseph Cockram, Cape Merchant of the fleet, to go in the behalf of the English." A few days later Pring and Adams visited "the King of Firando [Hirado], carrying with us a small present which was very well esteemed, and we ourselves courteously entertained. Wednesday, the ninth, the King invited the English and Dutch to dinner, where to show his respect unto our nation, he caused us to sit down on the right hand, and the Dutch on the left; and the first dish of every course was presented unto us." On 19th September the *James Royal* commenced heaving down, when "we found four dangerous places, where the main plank was eaten through by the worms; in each of those places we graved in a piece of plank, and in one of them drove a trunnell, where there was never any before; also nailed a piece of lead upon the end of the bolt, which was formerly driven through the keel to stop our great leak." The work was finished in October, and on 7th December the *James Royal* shifted berth to Kawachi, and the next day sailed for Jacatra. Cocks sent home the will and inventory of William Adams to his wife and daughter by Pring, whom, he says, was "their good friend well known to them long time past."¹ William Adams, the first Englishman in Japan, who arrived as pilot of the Dutch ship *Liefde* on 19th April, 1600, died on 16th May, 1620, not long before Pring's arrival.

Nothing of much interest occurred on the run down the China Sea, and no port was touched at until their arrival at Palembang in Sumatra on 12th January, 1621, after a passage of thirty-six days; the best day's run being 159 miles. On the 18th the *James Royal* arrived at Jacatra, and after loading a cargo of pepper, cloves and silk, sailed for London on 26th February. She anchored in Saldanha Bay on 20th May, and the sick men on board were at once landed into tents until the ship sailed on 2nd June. On the 22nd Pring called at St. Helena, and, sailing a week later, arrived in the Downs on 18th September. On the passage home the ship's company subscribed £70 8s. 6d., of which Pring contributed £6 13s. 4d. (10 marks), "and so decreasing to 1s," towards the building of a free school in Virginia, which was handed over to the Virginia Company on 21st November. The Company added 1,000 acres of land to the school, which was to be at Charles City (now City Point), and to be called "the East India School."²

¹ *Diary of Richard Cox*, Hakluyt Society, ii. 321.

² Brown, *Genesis of the United States*, ii. 973.

BRISTOL PRIVATEERS AND SHIPS OF WAR

Soon after Pring's return the Court of Directors of the East India Company ordered an inquiry into his conduct of affairs in the East, with which they expressed great dissatisfaction. On being asked to explain the reason for his long delay at Masulipatam Pring replied that he waited to sell the goods out of three junks, which had been taken as prizes, and to wait for the return of a messenger sent overland to Surat to find out on what terms they stood with the Dutch. He was also accused of private trading, contrary to his bond, and of having allowed others to do so, especially George Ball, without protest.

"The Court declared themselves to be utterly unsatisfied with these answers and where they expected that he would have been ready to inform unto the Company the abuses of their factors, he takes knowledge of nothing but covers all." Pring was finally informed that "both in the matter of lading, in that of the junks, and in his other behaviour, he had not carried himself like a man that understood his command, neither would any man of virtue having broken his word in not coming to the rendezvous at Tecoe according to promise, the failing thereof produced all their loss of shipping in the Indies. On the arrival of the *Bull*, when the peace was published he did so far undervalue the honour of his commission and of the English nation that he went three times aboard that base fellow Coone [Coen] when Coone never vouchsafed to come aboard him, but sent a substitute and last of all he embraced the accord with the Dutch without first insisting upon such restitution as was warranted by the articles." A proposal that Pring and Ball should be prosecuted in the Star Chamber was allowed to drop.¹

The truth of the matter was that most of the merchants and mariners in the Company's service were too busily engaged in lining their own pockets to take much heed of their country's or employers' interests. The death of Dale, a professional soldier, was a great loss, as he was a man who had proved his mettle as an energetic governor of Virginia, and might have been no mean antagonist to Coen. Jourdain, Courthope and Bonner, who all lost their lives, were the only servants of the Company to gain any credit. At Tiku Bonner wished to keep his ship, the *Dragon*, clear of cargo and fit her as "a man of war," but was prevented from doing so by the merchants. As events proved it was to the advantage of the English that the Dutch got the better of them in the East Indies. From this time more attention was devoted by the East India Company to

¹ *Cal S.P., East Indies, 1617-21.*

MARTIN PRING

India, from which three of their ships helped to expel the Dutch at Calcutta in 1759,¹ and the possession of the Indian Empire has brought us more prestige, wealth and power than the Dutch Indies would have done. Long may it continue to do so.

On 3rd July, 1622, Pring was made a freeman of the Virginia Company, and was granted two shares of land (200 acres) in Virginia, "in regard to the large contribution which the gentlemen and mariners of his ship had given towards good works in Virginia, whereof he was an especial furtherer." In August, 1623, Pring applied to the East India Company for a "gratification," which was refused, the directors telling him that they had paid him 40 marks a month (£320 per annum) on the condition that he forbore private trade, which he had not done. In the same year Pring was elected a member of the Society of Merchant Venturers of Bristol, and in the war with Spain a letter of marque was issued to him on 3rd January, 1626, as commander of the *Charles*. In July Pring captured a Hamburg ship, an English ship was retaken in September from the Turks, and in October the *Lion* of Calais was sent to Bristol. On 24th November a letter of marque was again issued to Pring in the *Charles*.

The voyage which Pring is said to have made to Virginia in 1626 must have been in this ship. Alexander Brown says he is "sure that Mr. John Pryn, who patented lands in Virginia in 1623, was of the same family, and as it seems certain from the will of Miles Prickett (*New England Register*, January, 1887, 62) that 'the Worshipful Captain Pryn' was on a voyage to Virginia in November, 1626, it may be that the patentee was his father, who was still living in 1626."² Pring returned from Virginia, but did not long survive, as the register of St. Stephen's Church, Bristol, records his burial on 17th February, 1627.

Pring, by his will proved 29th March, 1627,³ divided his property into six parts, of which one was given to "his loving wife Elizabeth," and the other five parts to his son James Pring (under age 1627) and his five unmarried daughters, Sara, Elizabeth, Marie, Margerie and Susan. There was another daughter, Alice, married to Andrewes Burrell, son of

¹ The *Calcutta*, Commodore George Wilson; *Duke of Dorset*, Captain Bernard Forrester; and *Hardwicke*, Captain Brook Samson, defeated seven Dutch ships on 24th November. (Malleison, *Decisive Battles of India*.)

² *Genesis of the United States*, ii. 973.

³ See Appendix F, p. 350.

BRISTOL PRIVATEERS AND SHIPS OF WAR

William Burrell, a Commissioner of the Navy; the mother of Andrewes Burrell was Mary Andrewes, sister of Lancelot Andrewes, Bishop of Winchester in 1618.¹ The executors were John Barker, Mayor in 1625, and William Jones, both prominent Bristol merchants.

Pring's best title to fame is as an explorer and discoverer of Plymouth Harbour, noted for its associations with the Pilgrim Fathers, and for this he has received more honour in the United States than in his own country. On 19th November, 1903, a tercentenary commemoration of his voyage of 1603 was held at Portland, Me., by the Maine Historical Society.² There is plenty of evidence to show that he had a reputation as a navigator, and his interest in geography is proved by the marine surveys he had carried out when at Swally in 1618, and by his habit of giving English names, such as Cape Comfort to Cape Godaveri, Mullet Sound to a branch of the Godaveri River, Gurnet's Head to a point of land near Patani, and Morocco Saddle to an island near Macao. Two comparisons of islands with Pomo, in the Gulf of Venice, indicate that at some time he had been in the Mediterranean. A doggerel poem, dated 1624, by one "T.T.," dedicated to Captain John Smith, refers to Pring, and includes him in good company:—³

"Though first Columbus, Indies true Christofer;
Cabots, brave Florida, much admirer;
Meta Incognita, rare Martin Frobisher,
Gilberts brave Humphery, Neptunes devourer.
Captaine Amadis, Raleighs discoverer,
Sir Richard Grenvill, Zealands brave coaster;
Drake, doomes, drowne, death, Spaines scorner,
Gosnolds Relates, Pring prime observer."

Pring's monument in St. Stephen's Church, Bristol, bears the arms of the Society of Merchant Venturers, by whom it was probably erected, and the inscription states that he was a Brother of the Trinity House. It was restored in 1733, by Mrs. Hannah Oliver, widow, of whom nothing is known.⁴

¹ Brown, *Genesis of the United States*, ii. 836.

² Maine Historical Society. Collections, 3rd series, ii. 1-50. Paper on Pring by A. L. P. Dennis.

³ *John Smith's Travels*, 1910, i. 280.

⁴ For bibliography of Pring see *Manual of Gloucestershire Literature (Biographical Supplement)*; Hyett and Austin, 1916, part ii., p. 359.

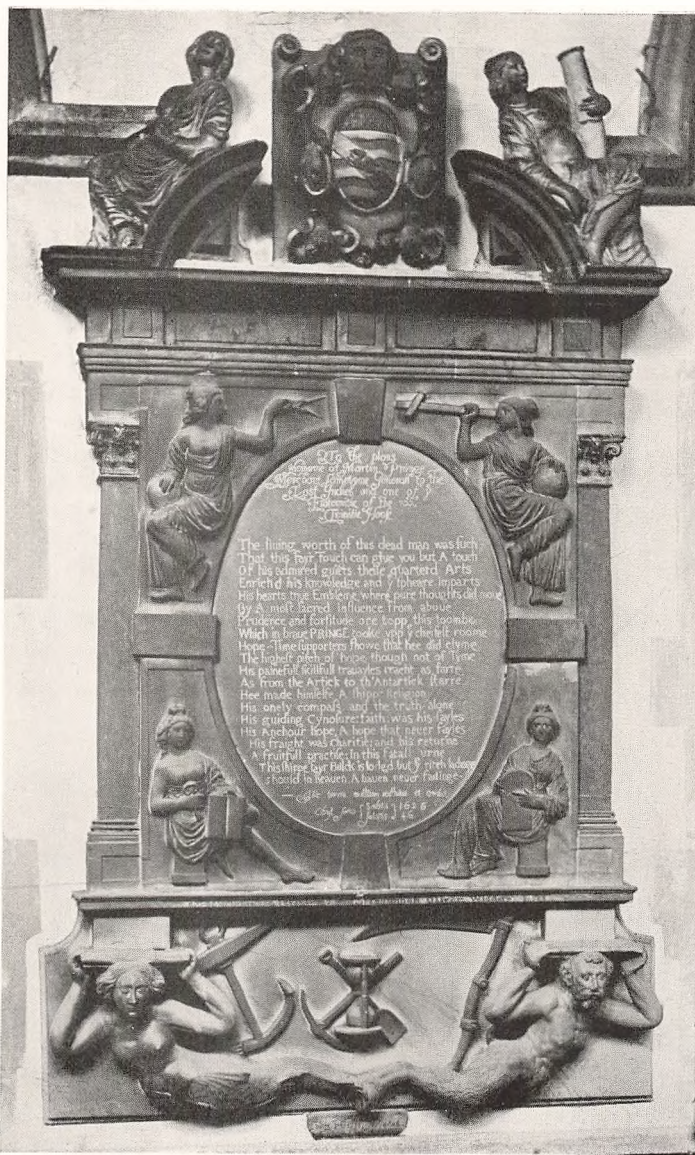


Photo by Fred. Little, Bristol.

MONUMENT TO CAPTAIN MARTIN PRING IN ST. STEPHEN'S CHURCH, BRISTOL.

Surmounted by the arms of the Society of Merchant Venturers,
incorporated 1552.

CHAPTER V

WAR WITH SPAIN AND FRANCE, 1625-1630

CHARLES I succeeded to the throne on 27th March, 1625, and was soon involved in a war with Spain, letters of marque and reprisal being issued on 7th April, followed by instructions for privateers on 3rd November. Letters of marque were issued against pirates on 2nd November, and a proclamation dated 24th December, 1625, forbade ships of and over 60 tons to go to sea unless fully armed. War with France followed in 1627, letters of marque being issued on 19th March and instructions to privateers on 1st May.

After the assassination of Buckingham, the Lord High Admiral, on 23rd August, 1628, new letters of marque dated 20th September and new instructions to privateers dated 30th September were issued against Spain. Letters of marque against France were withdrawn on 14th April, 1629, the treaty of Madrid was concluded with Spain on 5th November, 1630, and the Treaty of St. Germain with France on 29th March, 1632.

This war is best known by the inglorious expeditions to Cadiz under Sir Edward Cecil, Lord Wimbeldon, in 1625, and those to Rochelle in support of the Huguenots, one in 1627 under Buckingham, and two in 1628, the first of which was commanded by William Feilding, Earl of Denbigh, and the second by Robert Bertie, Earl of Lindsey. The most noteworthy exploit was the capture of Quebec by Captain David Kirke with nine London privateers on 20th July, 1629, one hundred and thirty years before the coming of Saunders and Wolfe.¹

The following notes on Bristol privateers of this war are taken from the *Calendars of State Papers, Domestic*, Vols. 1628-1629 and 1629-1631. Besides four lists of ships to which letters of marque were issued, they contain abstracts of letters from William Willett, Collector of Customs at Bristol, to Edward Nicholas, Secretary of the Admiralty, which give

¹ Quebec was taken after peace had been concluded with France by the treaty of Susa, 24th April, 1629. It was restored by the treaty of 1632. (H. Kirke, *The First English Conquest of Canada*, 1871; Parkman, *Pioneers of France in the New World*, 1865.)

BRISTOL PRIVATEERS AND SHIPS OF WAR

some additional information. Latimer states that in three years about seventy prizes were brought in. The Duke of Buckingham as Lord High Admiral was entitled to a tenth of the value of all prizes taken. The ships are given in alphabetical order, with tonnage, dates of warrants for issue of letters of marque, name of commander and principal owner or owners.

ABRAHAM.

190 tons.	16.6.1626.	Robert Hull.	Humphrey Hooke.
		With pinnace <i>Scout</i> , 15 tons, Thomas Blethen, master.	
	7.6.1627.	Robert Hull.	Humphrey Hooke.
	8.5.1628.	Robert Hull.	Humphrey Hooke.
	27.5.1629.	John Bush.	
		With pinnace <i>Pelican</i> , Charles Hamond, master.	

In 1626 the *Abraham* in company with the *George*, Captain Charles Driver, sent in a French vessel abandoned by her crew, with a cargo of logwood, tobacco, and cochineal; another prize with sugar and oil, afterwards condemned; and the *St. Mary* of Havre, whose cargo was afterwards claimed by a Portuguese living at Rouen. A Sallee rover was also taken in this year. In April, 1629, the *Abraham* took a French ship of 120 tons with a cargo of wheat, and the *Nativity* of Dieppe. Later in the year, in company with the *George*, she recaptured a French ship from the Turks.

ADVENTURE.

200 tons.	18.10.1628.	Rice Jefferies.	Rice Jefferies.
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AMITY and AMITY PETER.

100 tons.	22.2.1628.	Francis Peters.	Edward Peters.
120 tons.	30.3.1629.	Richard Peters.	Richard Peters.

ANGEL GABRIEL.

280 tons.	7.7.1626.	William Chapple.	Giles Elbridge.
	24.8.1627.	Thomas Netheway.	Giles Elbridge.
	4.11.1628.		Michael Hunt.
	16.10.1630.	Michael Hunt.	Michael Hunt.
		With pinnace, 40 tons.	

This ship is famous for a fight with three Spanish ships off Cadiz,

WAR WITH SPAIN AND FRANCE, 1625-1630

which is commemorated by the ballad called "The Honour of Bristol." The captain's name given as Netheway is confirmed by the state papers.¹

THE HONOUR OF BRISTOL.

Showing how the *Angel Gabriel* of Bristol fought with three (Spanish) ships, who boarded us many times, whereon we cleared our decks, and killed five hundred of their men, and wounded many more, and made them flye into Cales, where we lost but three men; to the honour of the *Angel Gabriel* of Bristol.

To the tune of "Our Noble King in his Progress."

Attend you and give ear awhile, and you shall understand
Of a battel fought upon the seas, by a ship of brave command;
The fight it was so famous, that all men's heart doth fill,
And makes them cry, "To sea, with the *Angel Gabriel!*"

The lusty ship of Bristol sail'd out adventurously,
Against the foes of England, their strength with them to try;
Well victual'd, rig'd, and man'd, and good provision still:
Which makes men cry, "To sea, with the *Angel Gabriel!*"

The captain, famous Netheway, so was he call'd by name;
The master's name John Mines, a man of noted fame;
The gunner Thomas Watson, a man of perfect skill:
With other valiant hearts, in the *Angel Gabriel*.

They waving up and down the seas, upon the ocean main;
"It is not long ago," quoth they, "since England fought with Spain!
Would we with them might meet, our minds for to fulfill;
We would play a noble bout with our *Angel Gabriel*."

They had no sooner spoken, but straight appear'd in sight
Three lusty Spanish vessels, of warlike force and might;
With bloody resolution they sought our men to spill,
And vow'd to make a prize of our *Angel Gabriel*.

Then first came up their admiral, themselves for to advance;
In her she bore full forty-eight piece of ordinance;
The next that then came near us was their vice-admiral,
Which shot most furiously at our *Angel Gabriel*.

¹ He was probably the son of Thomas Neathway, master of the *Diamond*, died 1595; the name is still found in North Somerset.

BRISTOL PRIVATEERS AND SHIPS OF WAR

Our gallant ship had in her full forty fighting men :
With twenty pieces of ordnance we play'd about them then ;
And with powder, shot, and bullets we did imploy them still,
And thus began the fight with our *Angel Gabriel*.

Our captain to our master said, "Take courage, master bold ;"
The master to the seamen said, "Stand fast, my hearts of gold ;"
The gunner unto all the rest, "Brave hearts, be valiant still ;
Let us fight in the defence of our *Angel Gabriel* !"

Then we gave them a broadside, which shot their mast asunder,
And tore the bowsprit of their ship, which made the Spaniards wonder ;
And caused them for to cry, with voices loud and shrill,
"Help! Help! or else we sink, by the *Angel Gabriel*."

Yet desperately they boarded us, for all our valiant shot ;
Three score of their best fighting men upon our decks were got,
And then at their entrance full thirty we did kill,
And thus we clear'd the decks of the *Angel Gabriel*.

With that their three ships boarded us again with might and main,
But still our noble Englishmen cry'd out, "A fig for Spain !"
Though seven times they boarded us, at last we shew'd our skill,
And made them feel the force of our *Angel Gabriel*.

Seven hours this fight continued, and many brave men lay dead,
With purple gore and Spanish blood the sea was coloured red ;
Five hundred of their men we there outright did kill ;
And many more were maim'd by the *Angel Gabriel*.

They seeing of these bloody spoils, the rest made haste away.
For why ? they saw it was no boot any longer for to stay ;
Then they fled into Cales, and there they most lye still,
For they never more will dare to meet our *Angel Gabriel*.

We had within our English ship but onely three men slain ;
And five men hurt, the which, I hope, will soon be well again ;
At Bristol we were landed, and let us praise God still,
That thus hath blest our men and our *Angel Gabriel*.

Now let me not forget to speak of the gift given by the owner
Of the *Angel Gabriel*, that many years has known her ;
Two hundred pounds in coyn and plate he gave with free good will
Unto them that bravely fought in the *Angel Gabriel*.

(Probably by Lawrence Price.)

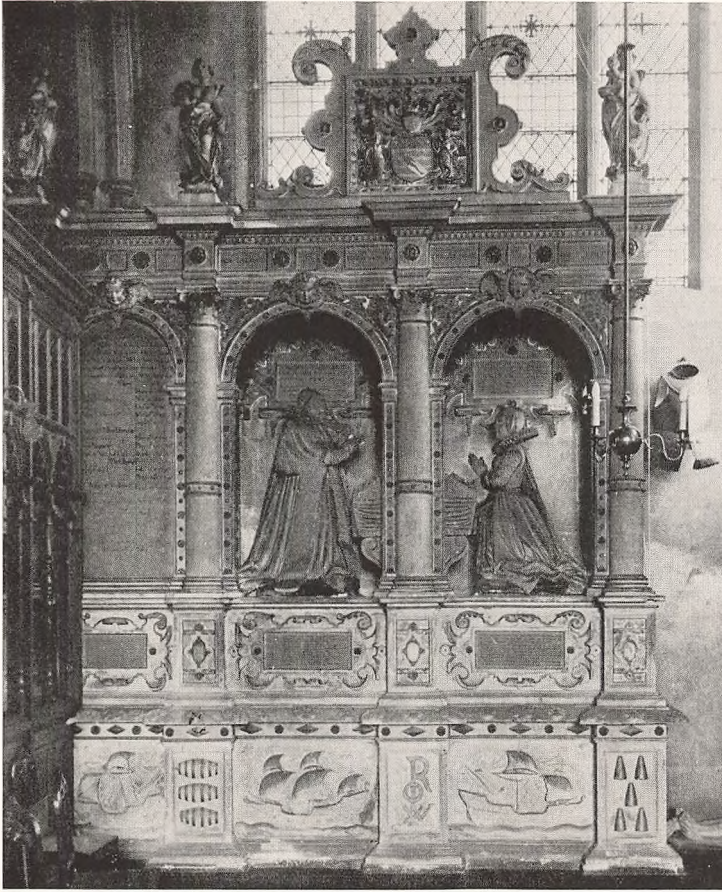


Photo by H. E. Simmons, Bristol.

MONUMENT TO ROBERT ALDWORTH IN ST. PETER'S CHURCH, BRISTOL.

The Elbridge panel is on the left of the photograph.

Translation of Latin inscription on central panel of Aldworth monument :

“Although this statue of the venerable man is silent
Learn, O Reader and Beholder who he was,
A famous merchant, a successful voyager through
Many seas, seeking rather the glory of his country
And the relief of the poor than thirsting for
The accumulation of hoards of wealth.
And, therefore, by the will of God
He became richer, an exemplary chief Magistrate of the city
Full of honour and fidelity, serving Christ and God
According to the teaching of the Church of England
(Which was dear to his heart), he closed his life in peace
And now enjoys eternal peace beyond the stars.”



Tho: James

WAR WITH SPAIN AND FRANCE, 1625-1630

Giles Elbridge, who gave his crew this well-earned reward, married the niece of Robert Aldworth, one of the most prominent Bristol merchants and a promoter of American colonization. Aldworth made Elbridge his heir, and refers to him in his will as a "well beloved kinsman," and says he has "found him always true, honest and careful in managing of my business and in his employment in mine affairs." He was Sheriff in 1629 and 1630, and a member of the Trained Bands. The panel seen on the left of the photograph of the Aldworth monument in St. Peter's Church records the names of several of the Elbridge family, including Captain Giles Elbridge, who died on "25th February 1643."

BON ESPERANCE.

90 tons.	18.12.1626.	George Whittington.	John Gonning.
	25.5.1627.		
	1.12.1627.	John Bennett.	

In July, 1627, the *Bon Esperance* brought in a prize called "*Our Lady's Beads*," (the English translation of a Spanish name).

BRISTOL MERCHANT.

250 tons.	2.11.1627.	John Nelson.	Thomas Colston.
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CHARITY.

100 tons.	1.9.1629.	George Standfast.	Edward Peters.
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CHARLES.

280 tons.	3.1.1626.	Martin Pring.	John Barker.
	24.11.1626.	Martin Pring.	John Barker.
	4.1.1628.		Giles Elbridge.
	With pinnace <i>St. George</i> , 30 tons, Henry Jones, master.		
	29.12.1628.	Nicholas Gatonby.	Nicholas Gatonby.
	With pinnace of 40 tons.		
	16.10.1630.	Nicholas Gatonby.	Nicholas Gatonby.

[This ship of 30 guns was launched on 4th January, 1626, by Francis Bailey at Gib Taylor.¹ In 1626 she was commanded by Captain Pring and owned by John Barker and Richard Long.² In October, 1627, it was

¹ Seyer, ii. 275, quoting MS. Calendar. Barrett says: "Whence the name is derived is nowhere said: I find a man named Gilbert le Tailor, who might give rise to it." (*History*, p. 71.)

² See page 67.

BRISTOL PRIVATEERS AND SHIPS OF WAR

rumoured that she had taken a good prize, "a Dunkirker," and in December a Spanish pinnace of and from San Sebastian was taken with an Englishman on board named Abraham Charles. Alderman Whitson writes to say that he was a pilot, and "accounted an arch-traitor and was persuaded that if the fellow were brought to the torture he would confess many great things."

COMFORT.

160 tons.	21.2.1627.	John Woodson.	John Woodson.
	17.5.1627.	Thomas Woodson.	John Gonning.
	1.12.1627.	Thomas Woodson.	Thomas Woodson.
	28.9.1628.	Thomas Woodson.	Humphrey Browne.

On 21st April, 1628, Willett reports that "this tide there is a prize brought in by the *Comfort*, a Brazilman, with 540 chests of sugar. It is the best prize that has come thither since letters of marque were granted."

CONTENT.

110 tons.	10.5.1626.	John Elson.	William Wyatt.
	9.2.1627.	John Elson.	William Wyatt.
	8.6.1627.		William Wyatt.
	10.4.1628.	John Dell.	William Wyatt.

DAINTY.

90 tons.	16.3.1629.	George Headland.	George Headland.
	With pinnace <i>Delight</i> , 40 tons.		
	11.7.1629.		Thomas Wright.

DELIVERANCE.

60 tons.	10.7.1626.	George Lyndsay.	George Lyndsay.
	30.7.1627.	George Gibson.	George Lyndsay.

A Trinity House certificate states she was built at Bristol.¹ One of these certificates was issued in relation to every ship the owners of which desired guns. They are all substantially in one form, and in most cases specify the place where the ship was then lying, name, by whom built and where, tonnage, names of owner and master, and number of guns required.

¹ *Cal. S.P., Dom.* (1625-26), 532.

WAR WITH SPAIN AND FRANCE, 1625-1630

DOLPHIN.

150 tons.	24.6.1628.	John Mynnes.	John Mynnes.
180 tons.	22.3.1630.	Christopher Birckett.	Giles Elbridge.

DOVE.

40 tons.	24.11.1629.	Pinnacle to <i>Falcon</i> , Thomas Woodson, master.	
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DRAGON.

200 tons.	16.7.1628.	Thomas James.	Thomas James.
		With pinnacle.	
100 tons.	2.1.1630.	Richard Barnehouse.	Richard Barnehouse.
		With pinnacle, 50 tons.	

Captain Thomas James is well known for his voyage of discovery in search of the North-West Passage in the *Henrietta Maria*, 70 tons, named "in honour of the Queen, whose chamber this city is reputed."¹ The expedition was fitted out by the Society of Merchant Venturers, of whom those chiefly concerned were Humphrey Hooke, John Barker, Richard Long, John Taylor and Giles Elbridge. Humphrey Hooke, then Master of the Society, with Andrew Charlton, Miles Jackson and Thomas Cole, were appointed "husbands and stewards for the managing and furnishing of the said ship with all provisions and necessaries." James sailed on 3rd May, 1631, and was in Hudson Bay at the same time as Captain Luke Foxe in the *Charles*, 70 tons, who had sailed from Deptford two days later. The *Henrietta Maria* wintered at Charlton Island in James Bay, and returned to Bristol on 22nd October, 1632.

James, probably born in 1593, belonged to a Welsh family, though his birthplace is unknown. His *Strange and Dangerous Voyage* was published in 1633, and was one of the sources of Coleridge's *Rime of the Ancient Mariner*. It has often been reprinted, and the standard edition is that of the Hakluyt Society, 1844.²

On 6th April, 1633, James was appointed to the command of a King's ship, the *Ninth Whelp*, in which he served the following year, and

¹ An allusion to the fact that in earlier times Bristol, like Exeter, "was generally assigned to the Queen as part of her marriage portion; she received the rent of the town, and in almost every case leased it to the Mayor and Commonalty." (W. Hunt, *Bristol*, 1887, p. 56.)

² See also Ivor James, *The Source of "The Ancient Mariner,"* Cardiff, 1890; C. C. Clarke, *The Society of Merchant Venturers of Bristol*, privately printed, 1921.

BRISTOL PRIVATEERS AND SHIPS OF WAR

died early in 1635. James was not a professional mariner, and in 1612 had been admitted a member of the Inner Temple. His name may be seen on the James monument in the south aisle of St. Mark's Church, Bristol. The relationship to Thomas James, owner of the *Pleasure*, is not known. The *Dragon* of 1630 may have been a different ship.

EAGLE.

130 tons.	28.8.1627.	John Gane.	Humphrey Hooke.
		With pinnace <i>Falcon</i> , 40 tons,	Thomas Morgan, master.
	14.8.1628.	Richard Taylor.	Humphrey Hooke.
	14.9.1629.	Richard Taylor.	Humphrey Hooke.
	10.8.1630.	Richard Taylor.	Humphrey Hooke.
		With pinnace <i>Pelican</i> , 50 tons,	John Sherman, master.

On 17th April, 1630, Willett reports that part of the cargo of great prize brought in by *Eagle* is 662 chests of sugar and over 500 hides, and another brought in by *Falcon* (probably the pinnace) about 100 chests. He sends in a box to Nicholas "a mermaid's hand with a rib which is said to be good to make rings for the cramp and to stop blood, with some other virtues." On 16th December he writes again to say that "the *Eagle* a fortunate ship has brought in a Brazilman, with about 200 chests of sugar and hides. The ship, the Ark. The prize belongs to Mr. Hooke and his partners, the only happy man that way. The prizes this ship has taken have not been so little worth as £40,000. She was taken the 27th of last month. The owners are very fearful because it was taken so near the conclusion of peace. They allege the ship is leaky, and therefore will discharge to-morrow, before the Court of Admiralty has been made acquainted with it. A letter from the Lords for that presumption would beget two or three chests of sugar." One of the *Eagle's* prizes was named the *San Antonio*.

ELIZABETH.

225 tons.	10.3.1627.	Richard Ellis.	Walter Ellis.
		With pinnace.	
	11.1.1628.	Richard Ellis.	Walter Ellis.
	13.1.1629.		John Locke, Walter Ellis.
		With pinnace, 80 tons.	
	22.12.1629.	Walter Ellis.	Walter Ellis.
		With pinnace, <i>Willing Mind</i> , 30 tons.	

WAR WITH SPAIN AND FRANCE, 1625-1630

ENDEAVOUR.

50 tons.	26.2.1628.	George Carke.	John Tomlinson, William Jones.
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On 26th February, 1629, the *Endeavour*, 80 tons, probably the same, was pinnace to the *Willing Mind*, Captain Nicholas Strangeways.

FALCON.

100 tons.	11.6.1627.	John Mynnes.	John Mynnes.
	22.5.1628.		Thomas Wilde.
		With pinnacle, <i>Mayflower</i> ,	45 tons.
	3.3.1629.	Henry Jones.	Thomas Wilde.
		With pinnacle, <i>Mayflower</i> ,	Lewis Williams, master.
	24.11.1629.		Thomas Wise.
		With pinnacle <i>Dove</i> ,	40 tons, Thomas Woodson, master.

FALCON.

40 tons. 28.8.1627.
Pinnacle to the *Eagle*, Captain John Gane.

FLYING HART.

25 tons. 22.6.1626.
Pinnacle to the *Mary Rose*, Captain John Baker.

FORTUNE.

170 tons.	20.1.1627.	Thomas Cole.	Thomas Cole, Richard Taylor.
	25.5.1627.	Thomas Cole.	Nathaniel Butcher.
	17.1.1628.		Thomas Cole.
	16.12.1628.	William Pattison.	Thomas Cole.
	29.1.1629.		Thomas Cole.
		With pinnace, 40 tons.	
	11.9.1630.		Thomas Wilde.
		With pinnace <i>Jonathan</i> , 50 tons.	

On 15th January, 1627, Nathaniel Butcher petitioned that as the *Fortune* had served His Majesty since May, 1625, she may be discharged and letters of marque granted. In February, 1627, the *Fortune* took the *St. Mary*, cast away at Bristol; in July a galleon bound from Porto Rico to Seville worth about £15,000 which was brought in; and in October a Hambugher with sugar, wood and tobacco.

BRISTOL PRIVATEERS AND SHIPS OF WAR

FORTUNE.

30 tons. 7.7.1626.
Pinnace to the *White Angel*.

FRIENDSHIP.

50 tons. 9.2.1628.
Pinnace to the *Hope*.

GEORGE.

240 tons.	16.6.1626.	Charles Driver.	Humphrey Browne.
	3.3.1627.	Charles Driver.	Charles Driver.
	With pinnace <i>Recovery</i> , Thomas Blethen, master.		
	17.5.1627.	Charles Driver.	John Gonning.
	21.2.1628.	Robert Neason.	Charles Driver.
	With pinnace of 40 tons.		
	29.1.1629.	Robert Neason.	Charles Driver.
	With pinnace of 40 tons.		
	7.9.1630.	William Bennett.	Charles Driver.
	With pinnace of 40 tons.		

In 1626 and 1627 the *George* took several prizes in consort with the *Abraham* (q.v.). Latimer in his *Annals of Bristol* mentions that on 2nd June, 1629, "a remarkable petition was presented by Captain Charles Driver to the Lords of the Admiralty. It sets forth that in conformity with the commission of the late Lord High Admiral, two Bristol merchants, Humphrey Hooke and Humphrey Browne, had sent out two ships under his command, who had captured a Sallee rover which was brought to Bristol and condemned. Whereupon on the complaint of some London merchants, the petitioner had been summoned before the Privy Council for having acted illegally and now prayed relief. It is shown by another document that although the people of Sallee practically lived by piracy and though hosts of English captives languished there in slavery, the Londoners who raised the complaint had established a trading settlement among them which turned over £50,000 in their traffic there the preceding year and were anxious that the freebooters should not be interfered with lest 'they should take example by Algiers' where the impudent complaintants had a similar settlement, where they alleged they had lost £8,500 in reprisal for the 'wrongs' committed by Captain Driver and others. The issue of this scandalous affair has unfortunately perished."

WAR WITH SPAIN AND FRANCE, 1625-1630

GILBERT.

145 tons.	14.8.1627.	Thomas Ofield.	William Ofield.
	16.7.1628.	William Ofield.	William Ofield.
	With pinnacle.		

In October, 1628, a French man-of-war of 30 tons and 28 men was driven within the bounds of the parish of Penarth, and was there surprised by the *Gilbert* and taken to Bristol. In December the Rev. Edward Alport, M.A., "preacher of God's word" and Rector of Penarth and Lavernock, petitioned the Lords of the Admiralty, "conceiving that there is a profit arising to him out of the said prize in right of his church, prays letters to the Bishop and Mayor of Bristol to call the Customer and Captain Ofield¹ before them and make satisfaction to the petitioner." The result is not recorded.

GREYHOUND.

100 tons.	16.7.1628.	John Reeves.	John Reeves.
	With pinnacle.		

HERCULES.

150 tons.	1.8.1626.	Andrew Bevan.	Andrew Bevan.
70 tons.	7.8.1628.	Henry Hawley.	Henry Hawley.

These may have been two different ships.

HOPE.

100 tons.	9.2.1628.	Thomas Wilde.
	With pinnacle <i>Friendship</i> , 50 tons.	

JAMES.

100 tons.	10.1.1628.	Alexander Penery.	Humphrey Hooke.
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JONATHAN.

50 tons.	11.9.1630.	Pinnacle to <i>Fortune</i> .
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¹ Richard Ofield, master of privateer *Samaritan*, Captain William Cobb, in 1635, was probably of same family. Cobb's commission dated 27th February cancelled one granted two days previously to Ofield, "to range and discover from Cape Cod in Virginia to Cape Florida in Nova Spania and all other the rivers and coasts of America." In the event of his death Ofield was appointed to succeed Cobb, who was commissioned "to range the seas all the world over against infidels or any other prince, potentate or state, not in league or amity with us." The *Samaritan* had a consort, the *Roebuck*, William Ayres, master; owners were Endymion Porter, Thomas Kynaston and Samuel Bennett of London. (Marsden, *Law and Custom of the Sea*, i. 492.)

BRISTOL PRIVATEERS AND SHIPS OF WAR

JOSEPH.

135 tons.	23.10.1626.	Philip Sanders.	John Barker.
	11.1.1628.	Philip Sanders.	John Barker.

LION.

220 tons	12.8.1628.	John Bennett.	John Gonning.
		With pinnace <i>Lion's Whelp</i> , 50 tons,	John Cake, master.
	6.7.1629.	John Bennett.	John Bennett.
		With pinnace <i>Lion's Whelp</i> .	

LION'S WHELP.

50 tons. Pinnace to *Lion*.

LITTLE CHARLES.

80 tons.	10.7.1628.	John Tippet.	Humphrey Hooke.
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[LITTLE] CHARLES.

100 tons.	30.7.1629.	Thomas Woodson.	Thomas Woodson.
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These two were probably the same ship.

MARTHA.

100 tons.	25.9.1627.	Michael Wright.	Michael Wright.
		With pinnace of 40 tons,	Edward Cooper, master.

MARY.

60 tons.	7.6.1627.		Thomas Colston.
95 tons.	28.5.1628.	Peter White.	Peter White.
	13.8.1628.	Peter White.	Gabriel Sherman.
	3.7.1629.	Peter White.	Gabriel Sherman.
	7.6.1630.		Robert Neason (or Nesson)
	With pinnace, 40 tons.		"and Company."

Possibly two different ships. In April, 1628, the *Mary* took a Brazilman with a cargo valued at £10,000. On 8th February, 1630, she took the *St. Augustine*, and on 27th May brought in a prize laden with sugar.

MARY FORTUNE.

100 tons.	4.12.1626.	Thomas Yonge.	Giles Elbridge, Edward Peters.
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WAR WITH SPAIN AND FRANCE, 1625-1630

MARYGOLD.

75 tons.	12.8.1628.	Walter Ellis.
	28.8.1629.	Walter Ellis.

MARY ROSE.

175 tons.	22.6.1626.	John Baker.	William Pitt.
	With pinnacle <i>Flying Hart</i> , 25 tons.		
	2.1.1627.	John Baker.	William Pitt, John Taylor.
	20.6.1627.	John Barker.	John Barker.
	20.11.1627.	John Baker.	John Baker, Richard Long.

In June, 1627, the *Mary Rose* brought in a "carvel" called the *St. Peter* of Schiedam, and in January, 1628, took a prize laden with Spanish salt. "John Baker" may have been John Barker.

MAYFLOWER.

45 tons.	Pinnacle to <i>Falcon</i> in May, 1628, and March, 1629.
	Lewis Williams. Thomas Wilde.

NEPTUNE.

120 tons.	21.2.1628.	Philip Neason.	Charles Driver.
	With pinnacle.		
	3.1.1629.		Charles Driver.
	With pinnacle, 80 tons.		

NEW YEAR'S GIFT.

150 tons.	22.6.1630.	Walter Ellis.
	With pinnacle, 40 tons.	

PATIENCE.

170 tons.	30.6.1626.	Nicholas Gatonby.	Nicholas Gatonby.
	8.5.1627.	Nicholas Gatonby.	Nicholas Gatonby.
	20.6.1627.	Nicholas Gatonby.	Nicholas Gatonby.

In 1630 Nicholas Gatonby was captain and owner of the *Charles*. He probably belonged to the Hull family of that name. Nicholas Gatonby was five times Warden of the Trinity House of Hull in 1587, 1591, 1596, 1602 and 1609, having been elected Steward in 1577. His son, John Gatonby, was quartermaster of the *Patience*, Captain James Hall, who, with William Baffin as pilot, sailed on a voyage of Arctic

BRISTOL PRIVATEERS AND SHIPS OF WAR

discovery in company with the *Heart's Ease*, Captain Andrew Barker, in 1612. Gatonby wrote an account of this voyage which is printed in Markham's *Voyages of William Baffin*. Another John Gatonby was Steward of Hull Trinity House in 1570 and Warden in 1578 and 1586, and a Nicholas Gatonby, who may have been the Bristol shipowner, made voyages to Greenland in the *Patience* from 1616 to 1618, bringing home cargoes of oil.

PELICAN.

27.5.1629.	Charles Hamond.	Humphrey Hooke.
	Pinnace to <i>Abraham</i> ,	Captain John Bush.
10.8.1630.	John Sherman.	
	Pinnace to <i>Eagle</i> ,	Captain Richard Taylor.

PHENIX.

200 tons.	4.9.1629.	Samuel Davis.	Robert Hull.
	10.8.1630.	Philip Sanders.	Humphrey Hooke.

PORCUPIGGE.

100 tons.	23.3.1626.	Richard Gough.	Richard Gough.
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PORCUPINE.

70 tons.	1.5.1627.	Richard Goffe.	Thomas Wright.
	11.6.1627.	Bartholomew Elliott.	Thomas Wright.
		With pinnace.	
	21.2.1628.	Bartholomew Elliott.	Thomas Wright.
		With pinnace, 40 tons.	
	1.4.1629.	Robert Wright.	Thomas Wright.
		With pinnace, 40 tons.	

The last two are probably the same ship.

PRIMROSE.

30 tons.	14.8.1628.	Michael Wright.
	Pinnace to <i>Sarah</i> ,	Captain Michael Wright.

RAINBOW.

160 tons.	2.11.1630.	John Hatch.
	With pinnace, 40 tons.	

WAR WITH SPAIN AND FRANCE, 1625-1630

RECOVERY.

3.3.1627. Thomas Blethen. Charles Driver.
Pinnace to *George*, Captain Charles Driver.

RENEW.

80 tons. 7.12.1627. Thomas Barker.

ROSEMARY.

100 tons. 13.3.1628. William Cox. Walter Ellis.
12.2.1629. Walter Ellis.

ST. JOHN BAPTIST.

300 tons. March, 1629. John Gaines. John Gaines.
Built at Bristol.¹

ST. GEORGE.

300 tons. 13.8.1628. John Jones. John Gonning, junior.

In June, 1629, Captain John Jones piratically seized a French prize belonging to the townsmen of St. Ives, for which he was afterwards brought to trial.

ST. GEORGE.

30 tons. 4.1.1628. Henry Jones. Giles Elbridge.
Pinnace to *Charles*.

SARAH.

100 tons. 4.9.1627. Michael Wright. Michael Wright.
14.8.1628. Michael Wright. Michael Wright.
With pinnace *Primrose*, 30 tons.

SCOUT.

15 tons. 16.6.1626. Thomas Blethen. Humphrey Hooke.
Pinnace to *Abraham*, Captain Robert Hull.

SUPPLY.

200 tons. 1.12.1627. Richard Lux. William Pitt.

SWIFT.

80 tons. 30.3.1630. John Wright. Thomas Wright.

¹ *Cal. S.P., Dom.* (1629-31), 157; Trinity House certificate.

BRISTOL PRIVATEERS AND SHIPS OF WAR

SWIFTSURE.

80 tons.	4.9.1627.	George White.	Michael Wright.
	16.7.1628.	George White.	George White.
	With pinnacle.		

"THE KETCH."

30 tons.	30.3.1630.	William Cox.	Thomas Wright.
		Pinnacle to <i>Swift</i> , Captain John Wright.	

On 6th June, 1629, there is a petition from Thomas Wright, owner of "*The Ketch*" of Bristol, which had taken a Portuguese ship of 100 tons from Brazil with sugar worth £5,000. The *Dainty* had been hired to associate with and convoy her home for £500. The owner prays that allowance may be made for this in the accounts, and that £50 paid for tenths may be returned.

THOMAS.

60 tons.	28.8.1627.	Thomas Wright.	Thomas Wright.
100 tons.	5.7.1628.	Bartholomew Elliott.	Bartholomew Elliott.
	With pinnacle, 40 tons.		

THUNDER.

60 tons.	27.7.1627.	Richard Jefferies.	John Taylor.
	10.7.1628.	Robert Pitt.	John Taylor.
	17.7.1629.		John Gunning.

VIRGIN.

60 tons.	4.1.1630.	
		Charles Driver.

WHITE ANGEL.

130 tons.	7.7.1626.	
	With pinnacle <i>Fortune</i> , 30 tons.	
	4.1.1628.	Christopher Burkett.
	4.11.1628.	Christopher Burkett.
		Giles Elbridge.
		Christopher Burkett.

John Barker and Company, writing on 3rd February, 1631, to Captain Thomas James, who was preparing for his North-West Passage voyage, state that "it will be very difficult for us to procure a fit ship suddenly; for the *White Angel* will not be had, and the *William and John* is not arrived, nor expected this month."¹ If the former had been available James might have sailed in her instead of the *Henrietta Maria*.

¹ *Voyages of Foxe and James*, Hakluyt Society, I., cxliii.

WAR WITH SPAIN AND FRANCE, 1625-1630

WILLIAM AND JOHN.

100 tons.	26.8.1630.	William Calway.	William Calway.
		With pinnace, 40 tons.	
	24.9.1630.		John Moody.

WILLING MIND.

200 tons.	26.2.1629.	Nicholas Strangeways.	Nicholas Strangeways.
		With pinnace <i>Endeavour</i> , 80 tons.	
	21.8.1630.	Nicholas Strangeways.	Nicholas Strangeways.
		With pinnace, 40 tons.	

WILLING MIND.

30 tons.	22.12.1629.	Walter Ellis.
		Pinnace to <i>Elizabeth</i> , Captain Walter Ellis.

CHAPTER VI

OTHER PRIVATEERS OF THE SEVENTEENTH CENTURY

PIRACY was very prevalent in the early part of the seventeenth century,¹ and in 1612 the *Concord* and *Truelove*, and in 1613-14 four "ships of war," were fitted out in Bristol to protect trade. H.M.S. *Phœnix*, Captain Sir Thomas Button, was eventually sent to the Channel, but on his departure the pirates reappeared and three more vessels were then hired and sent out against them, the Corporation and Merchant Venturers' Society dividing the expense of £150 in equal shares.

In 1636 four Turkish ships entered the Channel and soon captured twenty vessels. The Bristol merchants applied for permission to fit out three privateers against them, which being granted, appear to have been commanded by Captain Giles Penn, father of Sir William Penn, and grandson of William Penn, who died in 1591, and is buried in Minety Church, near Malmesbury.

Giles Penn was a merchant and sea captain of Bristol, and Latimer states that "he afterwards zealously urged that an expedition should be sent against Sallee under his command and in hopes of his appointment the Corporation ordered £10 to be given him to free captives, Bristolians, if any, to be preferred," but he was passed over in favour of William Rainborow. Owing to Penn's knowledge of the Moorish tongue, he was subsequently appointed consul at Sallee, and "his name does not appear again in local records."

FIRST DUTCH WAR, 1651-1654.

Instructions for privateers were issued on 19th December, 1649, and again on 10th July, 1652. One clause of the latter stipulated that on special occasions they were "to obey the orders of Parliament, the Council of State and the Admirals at sea."² Negotiations were broken

¹ The *Trade Book* of the Merchant Venturers' Society contains a list of 45 ships lost between 1610 and 1620, of which 29 were taken or robbed by "Turks."

² Marsden, *Law and Custom of the Sea*, ii. 407.

OTHER PRIVATEERS OF THE SEVENTEENTH CENTURY

off on 20th June, 1651, and the war was ended by the Treaty of Westminster, 5th April, 1654. In the following list the dates are of bonds in Public Record Office,¹ and all officers and owners are "of Bristol" unless otherwise stated :—

MARY AND FRANCIS.

140 tons. 21.2.1651. Edmund Climer, captain and owner; John Rand (of London), master; William Cooke, pilot; Henry Bancks, master's mate; Edward Addams, boatswain. Bound in £2,000.

VIRGINIA MERCHANT.

250 tons. 14 guns. 4.10.1651. Stephen Warren, captain and part-owner. Daniel Adams and William Bullock, part-owners. "Bound in £2,000 to the Keepers of the Liberty of England, against the enemies of the Commonwealth."

18.9.1652. Stephen Warren, captain; Joseph Jackson, Hugh Browne, Gabriel Deane, William Bullock, Richard Betterton, owners. Bound in £3,000; not "to hinder the French fishermen."

WILD BOAR.

250 tons. 14 guns. 11.10.1651. John Birkes, captain and part-owner; John Hughes, master's mate; Christopher Chaunte, boatswain; John Clerke, gunner. Bound in £2,000.

20.10.1652. John Birkes, captain; John Guest, master; Arthur Grannte, master's mate; Robert Shirt, gunner. Bound in £3,000. James Powell and Thomas Speed, owners.

CHARLES.

350 tons. 20 guns. 20.10.1651. George Webb, captain; John Clerke, boatswain; James Darby, carpenter; John Reed, cooper. Bound in £2,000. Henry Hassard, Robert Challoner and Richard Ellsworth, owners. This vessel may have been the hired ship of March, 1651.²

23.11.1652 (warrant). Henry Hassard, Colonel Robert Tyson, owners.

¹ Bundles 9 and 10.

² See page 26.

BRISTOL PRIVATEERS AND SHIPS OF WAR

REFORMATION.

200 tons. 18 guns. 8.9.1652. Walter Vellicot, captain; William White, master; Thomas Pearson, master's mate. These three were bound in £3,000. Letter of marque issued to Robert Yeamans and Company; "not against the French fishermen."

JOHN.

160 tons. 24 guns. 16.11.1652. George Pitts, commander; William Dale, John Knight, Edward Capell and John Wright, owners.

BONAVENTURE.

200 tons. 14 guns. 26.11.1652. (L.M.) Roger Bumpstead, commander; Robert Vickeris, Henry Hassard and others, owners.

SAMUEL.

150 tons. 14 guns. 18.1.1653. John Grindam, captain; Richard Warre, master; Sampson Iles, gunner. These three bound in £3,000. Letter of marque issued to Lieut.-Colonel Robert Yeamans, not "to hinder the French fishermen."

DILIGENCE.

200 tons. 16 guns. 11.2.1653. William Floud, commander; Joseph Jackson, owner. "Bound for Biscay in Spayne on a merchant voyage, against the enemies of this Commonwealth."

WILLIAM frigate.

80 tons. 8 guns. March, 1653. Ansell White, captain; John Hedges, master; Robert Hawkeridge, gunner; Christopher Taylor, boatswain. Above with Robert Yate, merchant, bound in £3,000. Letter of marque issued to Robert Cann and others.

DOLPHIN.

70 tons. 8 guns. 10.9.1653. Howard Lugge, captain; John Pearson, master; Edmund Williams, master's mate; Thomas Sparkes, gunner; Richard Hambledon, carpenter. Robert Yeamans and Abraham Pley, merchants. Bound in £3,000 "to the Keepers of the Liberty of England by authority of Parliament;" not "to hinder the French fishermen."

OTHER PRIVATEERS OF THE SEVENTEENTH CENTURY

CONTENT.

100 tons. 12 guns. 15.9.1653. John Totterdell, captain; John Morgan, master; Thomas Rosser, lieutenant; Thomas White (of Portishead), boatswain. Bond of £3,000. Bound to the Caribbee Islands; "letter of marque for this voyage only."

Latimer states that "several Bristol privateers were equipped in September, 1653," and gives the names of the following with their owners, which are not in the foregoing list: *Robert*, Robert Yeamans; *Richard and Mary*, Gabriel Deane and Thomas Speed (a Quaker); *Hart*, Major Samuel Clark; *Jane*, Richard Stephens; and *Elizabeth*, Thomas Leigh.

SECOND DUTCH WAR, 1665-1667.

This war began unofficially soon after the Restoration in 1660, but officially in 1665. Instructions for privateers against Holland were issued on 23rd December, 1664, against France on 2nd May, 1666, and against Denmark on 9th May, 1666. The war was ended by the Treaty of Breda signed on 31st July, 1667. Only one Bristol ship is recorded in the letter of marque bonds, the *John and Mary*, owned by John Wright and Richard Williamson, bound to Charles II in £1,000, on 12th May, 1665.

"William Limbrye is authorized by Letters of Marque and General Reprisals to set forth a ship called the *John and Mary*, 140 tons, of which he goes Captain against ships, goods and merchandise of the States General of the United Provinces of the Netherlands." He must deliver one full tenth part of all ships, etc., adjudged lawful prize.

There are no records in this series for the Third Dutch War, 1672-1674.

WAR OF THE GRAND ALLIANCE, 1689-1697.

Instructions for privateers were issued on 27th June, 1689, and again on 2nd May, 1693.¹ The war was ended by the Treaty of Ryswick, signed on 21st September, 1697. Tons, guns, men, dates of letter of marque declarations, and names of commander are given on first line, with names of owners underneath.

VIRGINIA MERCHANT 280 30 50 1.11.1690. John Wills.
Sir Richard Cann, Michael and Thomas Pope,
Mrs. Joanna Pope. Fitted out for 9 months.

¹ Marsden, *Law and Custom of the Sea*, ii. 413.

BRISTOL PRIVATEERS AND SHIPS OF WAR

ANNA	250	22	50	28.10.1692.	Edward Dowding. John Yeamans, William Daines, John Batchelor, Arthur Hart. 33 landmen, 17 seamen. Fitted out for 14 months.
BENGAL MERCHANT .	600	40	70	24.12.1692.	William Brisco. John Love, William Smith, John Jones, Benjamin and Charles Harford, Richard Franklyn, Abraham Lloyd, John Stephens, Thomas Anthony, Barnabas Robertson. 46 landmen, 24 seamen. Fitted out for 14 months.
BETTY	400	40	120	12.8.1693.	Joseph Earle. Sir John Duddleston, Sir Richard Crumpe, Michael Pope, Thomas Day. 80 landmen, 40 seamen.
DELAVALL	300	20	50	18.12.1693.	Hugh Rainstorp. Michael Pope, Francis Rogers, John and Henry Lloyd, Charles Jones, Captain William Whetstone ; Simon Clement of London.
ANTELOPE	150	10	40	30.3.1694.	John Smith. John Cook, Thomas Clarke, Abraham Hooke. 20 landmen, 20 seamen. 6 "petereroes" (swivels).
MARGARET PRIZE .	260	24	40	16.7.1694.	Barnaby Shuttleworth. Abraham Elton, Michael Pope, Colonel Thomas Dungan, Richard Lane.
DANBY galley	100	10	40	16.6.1696.	Joseph Seager. Sir Richard Crumpe, Joseph Earle.

The *Delavall* may be the same ship which was wrecked at Pill in 1716. She was salved by the Corporation at a cost of £114, and as her owner could not be found, was sold to John Hobbs for £58. In 1730, after she had made twenty-eight voyages for Hobbs, a man named Martin, who claimed to be "the original owner, commenced an action for the recovery of the ship and the entire profits made since her sale!" In this he was defeated, and Hobbs was voted £50 by the Corporation for his expenses.¹

¹ Latimer, *Annals*, p. 117.

CHAPTER VII

WAR OF THE SPANISH SUCCESSION, 1702-1713

WAR was declared on 4th May, 1702, followed by instructions for privateers on 23rd December, 1704, and again on 2nd May, 1706. The war ended with the Treaty of Utrecht, signed on 11th April, 1713. The following list gives tons, guns, men, dates of letter of marque declarations, names of commanders and owners of 127 Bristol ships, of which the best known are the *Duke* and *Duchess*.¹

Among the shipowners is the name of John Elbridge, a descendant of Giles Elbridge, who is said to have been born in Jamaica, and was Collector of Customs at Bristol in 1734.² In 1736 he was one of the founders of the Infirmary, where there is a tablet to his memory, and in 1738 built Elbridge's School for Girls on a part of his garden at Royal Fort, St. Michael's Hill. He was also the builder of Cote House, Westbury, and died on "22nd February, 1739," at the age of 75, according to the inscription on the Elbridge panel of the Aldworth monument in St. Peter's Church, where he is buried. The monument also records the death of Captain Thomas Elbridge of the *Hampton* galley, on 11th September, 1737, at the age of 64. Captain Thomas Hodges of the *Raines* galley, is probably the man to whom there was a monument in St. James's Churchyard, with an indecipherable coat of arms and the following inscription: "In Memory of Thomas Hodges of the Parish of St. Stephens, Mariner, 1731. Renewed by John Palmer, 1800."³

Latimer only records one action of this war, taken from Luttrell's *Brief Relation* (1678-1714).⁴ This states that in July, 1710, "two ships belonging to Bristol while on their way to the West Indies, were attacked by two French privateers of 110 and 90 men, that the British crews successfully defended themselves and actually captured their assailants,

¹ Volumes 13-21, *Letter of Marque Declarations*.

² Pryce, *Facts versus Fiction*, 1858. This book has a chapter entitled "John Elbridge."

³ Jefferies Collection, vol. 1.

⁴ *Annals*, p. 83.

BRISTOL PRIVATEERS AND SHIPS OF WAR

whom they triumphantly carried to Antigua." Unfortunately the names are not given. In addition to those in the list, Seyer (ii. 559) mentions the *Royal Family* in 1709, "a privateer of some note; in fitting out of which many Quakers were concerned." Some ships carried a master in addition to the lieutenant, while others had a "lieutenant and master."

	Tons.	Guns.	Men.	L.M.D.	Commander.
ALEXANDER frigate .	200	16	25	2.12.1709.	Joseph Ruddock. Isaac and Jacob Elton, Austin Goodwin.
AMBUSCADE. . .	250	24	120	29.3.1711.	Robert Summers. Abraham Elton, Junior.
ANNE	350	12	35	14.12.1702.	John Jones. Michael Pope, James Kaye, Edward Hollister.
ANTIGUA MERCHANT.	130	10	20	20.1.1703.	Emanuel Collins. Sir William Daines, Anthony and William Swymmer.
BALTIMORE galley .	120	12	36	4.10.1711.	Edward White. Christopher Shuter, Peter Day.
BARKLEY galley . .	170			21.8.1707.	John Hitchins. Robert Tunbridge, sole owner.
BEAUFORT galley . .	140	10	30	31.3.1712.	Anselm Holiday. Thomas Hoskins.
BECHER galley . . .	170	12	40	8.6.1710.	James Farthing. John Becher, John Coysgarne, Michael White.
BERKELEY galley . .	130	10	25	4.8.1705.	Edmund Saunders. 23.6.1709. Edmund Saunders. Robert Berkeley, John Webley, Francis Coulston, Isaac Crumpe, Robert Tunbridge.

Captain Charles Johnson in his *General History of the Pirates*, 1724, states that in September, 1716, Captain John Martell, a pirate, in a sloop of 8 guns and 80 men, "when cruising in the West Indies, took the *Berkeley* galley, Captain Saunders, and plundered him of £1,000 in money."

¹ The Frenchman certified "that no Barbarous or Uncivil Treatment has been used to me" and "no Imbezlement or Pilfrage" done to ship or cargo. Ransom Bill printed in Marsden, *Law and Custom of the Sea* (N.R.S.), ii. 222.

WAR OF THE SPANISH SUCCESSION, 1702-1713

	Tons.	Guns.	Men.	L.M.D.	Commander.
BETTY galley . . .	200	10	30	8.7.1707. 13.1.1711.	Joseph Osborne. John Braine.
					William Hart.
BETTY frigate . . .	100	10	26	10.8.1708.	Nathaniel Wraxall. Philip Freke, Francis Rogers, John Corsley, Caleb Lloyd.
BOYLE frigate . . .	200	12	40	15.12.1709.	Nathaniel Webb. Mark Goddard, John Webb.
BRIDGWATER . . .	200	16	40	10.8.1711.	John West. Samuel Shaw. James Duway, lieutenant.
BRISTOL galley . . .	150	10	30	5.2.1705. 17.4.1707.	Thomas Raby. Thomas Gyles.
					James Holledge, William Swymmer.
BROWN galley . . .	250	18	50	15.8.1711.	William Hollren. Abel and John Grant, Henry Watts, William Hart, Samuel Shaw.
CÆSAR galley . . .	200	12	24	18.9.1710.	Richard Symes. Isaac Elton, John and James Day, James Smith.
CONCORD galley . . .	200	16	38	8.5.1711.	Joseph Osborne. Anthony and John Swymmer.
CONSTANTINE galley . . .	300	20	60	15.6.1710. 24.3.1711.	Edward Fayne. Isaac Elton, Edward Foy. William Grane.
					Robert Hitchins of Bristol; Joseph Hitchcock of London.
				23.8.1711.	John Fuges
					Abraham Elton, Senior and Junior, Christopher Shuter.
CORK galley . . .	120	8	20	13.1.1703.	Joseph Eastmont. John Day, Francis Hort, William French.
CORNWALL . . .	200	10	30	6.10.1702. 5.1.1704.	John Jelf. John Day, Sir William Daines, Francis Rogers. James Day.
					John Jelf.
CORSLEY galley . . .	220	12	36	1.6.1710.	Patrick Toomy. John Coysgarne, John Corsley, William and Philip Freke.

BRISTOL PRIVATEERS AND SHIPS OF WAR

	Tons.	Guns.	Men.	L.M.D.	Commander.
DIAMOND galley . . .	140	8	24	24.2.1709.	John Burrows. James Smith, Francis Rogers. 14.4.1712. Arthur Ballard. Peter and John Day.
DOLPHIN galley . . .	150	12	30	22.5.1705.	John Templeman. 11.3.1712. Shadrach Beale. William Hart, Thomas Goldney, Charles Harford.
DON CARLOS . . .	120	12	30	17.11.1702.	James Smith. 21.10.1703. Robert Summers. John Batchelor, John Yeamans, A. and W. Swymmer, Robert Bound, ¹ John Lord.
DOROTHY . . .	250	18	36	17.4.1703.	Francis Voyer. 30.11.1704. Rice Jeffreys. 27.2.1706. Richard Burgis. John Batchelor, ² George and Simon Mason, Lady Margaret Crumpe, Hugh Hayward.
DRAGON . . .	200	16	40	9.7.1702.	William Freke. 27.7.1703. George Hart; John Hilhouse, lieutenant and master. Sir William Daines, John Coysgarne, P. and W. Freke.
DUCHESS . . .	300	24	120	26.4.1708.	Stephen Courtney. John Batchelor, Christopher Shuter, James Holledge, Thomas Goldney, Sir John Hawkins, ³ John Romsey, Thomas Clement, ⁴ and others ⁵ .
DUCKINFIELD galley	115	10	30	21.4.1709.	Edward Hodges. Philip Harris.
DUKE frigate . . .	300	30	150	26.4.1708.	Woodes Rogers. Same owners as <i>Duchess</i> . ⁶
DURSLEY galley . . .	120	10	30	7.4.1711.	Joseph Axford. Philip Harris, Francis Rogers, Thomas Hort, John Allen.
EAGLE galley . . .	350	28	65	17.11.1704.	Shadrach Beale. Richard Bailey, George Mason.

¹ Shipwright; Mayor in 1709.

² Master of Merchant Venturers' Society, 1706 and 1707.

³ Brewer; Mayor in 1701; monument in Temple Church, Bristol.

⁴ Shipwright; Sheriff in 1709; Mayor in 1717.

⁵ and ⁶ See Chapter VIII.

WAR OF THE SPANISH SUCCESSION, 1702-1713

	Tons.	Guns.	Men.	L.M.D.	Commander.
ELTON galley . . .	100	10	30	5.1.1709.	William Grane. Abraham and Isaac Elton.
EUGENE galley . . .	220	16	36	28.1.1706.	Joseph Eastmont. John Corsley, Francis Rogers, Stephen Devonshire.
EUGENE PRIZE . . .	100	8	20	1.3.1707.	Paul Portlock. Woodes Rogers, Stephen Baker.
EXPECTATION . . .	150	10	20	14.2.1704.	Philip Stone. John Batchelor, Lewis Casamajor, Richard Bailey.
FAME galley . . .	200	20	50	15.8.1711.	Samuel Jacobs. Christopher Shuter, Isaac Crumpe, Caleb Lloyd.
FELTRIS galley . . .	130	12	24	28.9.1709.	Abraham Evans. John Webley, Edward Thomas, John Gardner.
FOY frigate . . .	300	16	32	10.1.1711. 2.4.1712.	Robert Handford. Edward Foy. William Clarke, Sir John Hawkins, Jacob Elton.
FREKE galley . . .	160	12	32	27.1.1708. 22.5.1710.	John Cary. Alexander Neale. P. and W. Freke, Christopher Devonshire, John Coysgarne.
GARDNER frigate . . .	300	16	45	6.9.1709.	Randall Brine. Abraham and Isaac Elton.
GEORGE . . .	120	10	34	10.4.1703.	Richard Arding. John Coysgarne, Philip Raines, P. and W. Freke, Zachary Morris.
GEORGE galley . . .	150	10	20	23.8.1707.	John Wotton. Samuel Roach, Thomas Hort, Hugh Brikham.
GRANT frigate . . .	250	20	50	23.12.1708. 23.1.1710.	John Williams. John Williams. Abraham and Jacob Elton.
GRANT galley . . .	30	6	40	27.4.1703.	John Writell. James Holledge, Abraham Elton, James Rogers.
GRANADIER galley . . .	250	18	50	10.9.1711.	Lot Nickins. Samuel Hunt, Thomas Hort, Edward Garlick.
GREAT BRITAIN. . .	350	30	50	23.8.1707.	Joseph Eastmont. Samuel Hunt, Francis Rogers, Lewis Casamajor.
GREYHOUND galley . . .	160	6	24	26.11.1706.	Christopher James. Stephen Baker.

BRISTOL PRIVATEERS AND SHIPS OF WAR

	Tons.	Guns.	Men.	L.M.D.	Commander.
HALLAFIELD galley .	130	10	30	30.3.1708.	William Challoner. John Coysgarne, John Corsley, Richard Hawksworth. 14.4.1712. John Burk. James Lloyd.
HAMILTON frigate .	280	28	65	18.10.1711.	John Shorter. 16.8.1712. William Stratton. John Duckinfield, John Elbridge, John Gibbons.
HAMPTON galley .	200	14	45	12.5.1709.	Thomas Elbridge. 17.3.1710. John Jelf. 13.12.1711. Richard Perrot. John and Thomas Elbridge, Abraham Elton, John Bracher.
HANBURY galley .	180	10	30	2.10.1708.	John Stone. Joseph Rogers, William Hart.
HANDYSIDE galley .	140	24	80	13.11.1706.	William Rodgers. Benjamin Way of London ; Joseph Way of Bristol.
HANNIBAL frigate .	250	22	80	17.3.1710.	Robert Summers. 10.3.1711. Isaac Dawson. Michael Pope, A. and I. Elton, Thomas Longman, John Bracher.
HANOVER galley .	200	16	20	5.11.1709.	George Hart. John Coysgarne, Philip Freke, Michael White.
HARLEY galley .	160	12	36	15.11.1711.	John Vicary. John Duckinfield, John Day, Henry Pine.
HART galley .	220	16	32	9.5.1707.	Andrew Ruddock. William Hart, sole owner.
HAYWARD galley .	100	10	20	10.1.1705.	Richard Symms. Hugh Hayward, Charles Connolly.
HESTER frigate .	240	18	40	31.12.1710.	John Stone. John Coysgarne, Richard and Edward Pigot.
HOPE . . .	60	6	12	26.1.1703.	Richard Davy. Samuel Shaw, Joseph James, Stephen Baker.
HORT galley .	120	12	20	23.3.1705.	Edward Malcombe. Thomas Hort ; Edward and Francis Colston of London.
INDIAN KING .	200	10	45	20.12.1709.	Samuel King. Hugh Hayward, George Mason.

WAR OF THE SPANISH SUCCESSION, 1702-1713

	Tons.	Guns.	Men.	L.M.D.	Commander.
JAMAICA frigate . . .	200	16	32	3.10.1710.	William Edgeley. John Webley, William Johnson, John Russell.
JAMAICA galley . . .	170	8	75	22.4.1708	Richard Perrot. John Elbridge, Abraham Elton, William and Henry Swymmer.
JAMAICA MERCHANT	250	14	36	27.10.1704.	James Smith. A. H. and W. Swymmer, Sir William Daines, Abraham Elton, Nathaniel Wraxall, master.
JAMES frigate . . .	200	16	40	4.12.1711.	Jacob Smith. James Smith, Abraham Birkin.
JAMES AND MARGARET	120	8	20	17.10.1702.	John White. James Thomas, John Lord, Francis Plummer, Joseph Way.
JASON ¹ galley . . .	120	16	40	10.5.1711.	Richard Cooke. Michael White, John Jones, Abraham Elton, Philip Harris, John Easy, lieutenant. 2.6.1712. John Plummer. John Day, John Becher, Francis Rogers, John Corsley.
JEFFREYS . . .	150	10	30	28.11.1710.	Joseph Thomas. Joseph and Richard Jeffreys, Nicholas Poole, Edward Fry.
JOANNA galley . . .	180	10	80	28.3.1710.	John Fry. William Langdon, Francis Bolton, lieutenant. 4.10.1711. William Hayman. Edward Taylor, Christopher Jones.
JOHN galley . . .	150	12	26	5.4.1710.	John Selwood. John Coysgarne, Thomas Hort, Walter Hurworth.
JOHN AND SUSANNA .	200	20	40	3.4.1705.	John Hutchins. Sir John Duddleston, Francis Thorpe.
JOSEPH galley . . .	130	10	30	12.1.1708.	Robert Mullington. Jacob Elton, Thomas Smith, Joseph Gotley.
KINGSTON frigate . .	150	12	40	9.6.1709.	Isaac Knight. Jacob Elton, William Franklyn, Abel Grant, Thomas Molton.
KINGSWESTON galley	220	16	32	20.7.1705.	John Beevan. 9.1.1711. John Humphreys. Christopher Devonshire, John Corsley, Thomas Jacob, Henry Skillicorne, lieutenant in 1711.

¹ See Note, p. 102.

BRISTOL PRIVATEERS AND SHIPS OF WAR

	Tons.	Guns.	Men.	L.M.D.	Commander.
KING WILLIAM galley	220	20	55	6.5.1712.	Joseph Ruddock. A. I. and J. Elton, Austin Goodwin, Noblet Ruddock.
KINGSALE galley .	120	10	30	2.12.1710. 13.12.1711.	John Richards. John Richards. Stephen Pelloquin, A. Elton, Christopher Shuter.
KIRTLINGTON galley .	320	18	36	6.9.1710.	Andrew Ruddock. William Hart, Abraham Elton, William Swymmer and Sons.
LAWFORD galley .	100	12	24	24.10.1711.	James Harcum. Lawford Cole, Francis Frodman, John Newman.
LEGHORN galley .	140	12	36	16.7.1706.	John Wotton. Sir William Daines, John Yeamans, Thomas Hort, Samuel Roach, Hugh Brikham.
LEOPARD galley .	140	12	40	3.3.1711.	James Edwards. Lawrence Hollister, John Grant, Stephen Richardson.
LEVANT galley .	100 250	8 16	25 50	27.11.1702. 3.5.1706. 19.2.1707. 30.3.1708. 5.1.1711.	Matthew Thomas. Matthew Thomas. Robert Bayley. Richard Way. William Smith. William Swymmer and Sons.
LION	250	16	32	23.4.1703. 5.12.1705.	Robert Bayley. William Edgeley. Sir William Daines, Abraham Elton, William Swymmer and Sons.
LYDIA AND SARAH galley	150	10	30	28.2.1711.	Edward Bird. Thomas Jacob, William Watts, John Parkin, Robert Dickman.
MANCHESTER galley .	160	12	30	13.2.1712.	Francis Hislior. John and William Sergeant, Thomas Moss, Caleb Lloyd.
MARLBOROUGH galley .	200	10	30	29.1.1705. 2.4.1707.	William Freke. Isaac Edwards. John Coysgarne, Philip Freke, Christopher Shuter, Thomas Buxton.
MARTIN galley . . .	200	16	45	17.3.1709.	John Eastmont. John Coysgarne, Thomas Hort, Francis Rogers, Samuel Roach.

WAR OF THE SPANISH SUCCESSION, 1702-1713

	Tons.	Guns.	Men.	L.M.D.	Commander.
MARY brigantine . . .	50	10	36	5.3.1705.	William Townsend Colonel Bryan Townsend, Edmund Kearney.
MARY galley . . .	200	16	30	11.4.1705. 18.9.1708.	James Day. John Plummer. William Swymmer, Senior and Junior; John Day.
	130	16	30	9.1.1711.	David O'Brien. Henry Pine, sole owner.
MEDITERRANEAN galley . . .	300	20	50	23.12.1710.	Richard Pim. Abraham Elton, Christopher Shuter.
NASSAU galley . . .	200	12	40	25.2.1709. 10.3.1711.	Robert Addison. Batchelor and Coysgarne. Richard Skeeds.
					John, James and Peter Day, Isaac Martindale, George Newland.
NEW ENGLAND MERCHANT	150	14	28	23.2.1705.	John Rogers. John Batchelor, Francis Plummer, Richard Bailey, James Thomas.
NEWLAND galley . . .	130	10	28	20.12.1709.	Henry Parsons. George Newland, William Weasell.
OLIVE TREE . . .	200	14	60	20.8.1702.	William Atwood. Abraham Elton, Edward Jones, John Curtis.
OXFORD . . .	300	22	60	8.8.1711.	Robert Addison. Christopher Devonshire, John Day, Philip and William Freke.
PEARL frigate . . .	200	10	35	9.12.1708.	Thomas Eagle. William Hart, Thomas Hort, Samuel Shaw.
PETERBOROUGH frigate. . .	200	16	36	22.8.1707. 22.5.1710. 31.3.1711.	Richard Symms. Samuel Jacobs. Joseph Martin. Francis Rogers, John Corsley, Richard and William Hawksworth.
PHENIX galley . . .	200	16	40	1.7.1712.	John Whirte. Nathaniel Wraxall, Isaac Martindale, John Coysgarne, John Jelf.
POMPEY galley . . .	100	8	30	24.2.1709.	Bartholomew Hayden. Hugh Hayward, Lawrence Hollister.
PRESTON galley . . .	150	10	30	4.7.1712.	Charles Webb. William French, William Challoner, Francis Rogers.

BRISTOL PRIVATEERS AND SHIPS OF WAR

	Tons.	Guns.	Men.	L.M.D.	Commander.
PRINCE EUGENE galley	200	16	46	1.3.1707. 23.2.1711.	John Hort. John Hort. Thomas Hort, Francis Rogers. 18.1.1712. Joseph Richards. Francis Rogers, Abraham Elton, John Becher, Christopher Shuter.
PRINCE GEORGE galley	260	16	50	23.5.1707.	Richard Arding. Abraham Elton, John Coysgarne, Philip and William Freke, Anthony Swymmer.
PRINCE OF HANOVER	300	18	40	7.2.1704.	Gustavus Scott. Captain Abraham Hooke, Abraham Elton, Senior and Junior; Isaac Elton.
PROVIS galley	200	18	40	28.4.1710.	Joseph Wheeler. William Prevost, Edward Garlick.
RAINES galley	180	10	30	20.2.1707. 23.8.1707.	Philip Harris. Thomas Hodges. Christopher Devonshire, Philip Raines, John Castle, John Allen.
RESOLUTION	220	16	50	29.12.1702. 3.8.1703. 20.2.1707. 9.12.1710. 13.2.1712.	Peter Holbrook. Stephen Courtney. James Stephens. Archibald Zuel. James Hopkins. Francis Rogers, Philip Freke, John Corsley, Richard Hawksworth.
RICHARD & JOHN	400	16	50	6.11.1702.	Shadrach Beale. Sir John Duddlestone, Michael Pope, James Wallis.
RICHARD & MARY	300	14	30	18.2.1704. 23.12.1708.	Philip Franklyn. John Chaplin. Richard and William Franklyn, John and Abel Grant.
ROBERT & FRANCIS	250	20	36	8.7.1703.	Charles Borroughs. Francis Rogers, John Corsley, Francis Coleson, Joseph Vigors.
ROYAL ANNE	200	14	40	25.11.1709.	John Jones. Richard Franklyn, Michael Pope.
SACHEVERALL galley	150	12	40	6.6.1711.	John Normanton. Lawrence Hollister, John Webley.

WAR OF THE SPANISH SUCCESSION, 1702-1713

	Tons.	Guns.	Men.	L.M.D.	Commander.
SALISBURY	250	16	30	28.11.1704. 8.2.1710.	Edward Fayne. John Good. R. and W. Franklyn, John and Abel Grant.
SCIPIO frigate . . .	300	20	60	12.6.1708.	Isaac Edwards. John Coysgarne, Thomas Parkston, John Corsley, John Day.
SEVERN galley . . .	160	24	100	15.2.1702. 8.8.1704. 6.5.1707. 31.7.1708.	William Thomson. Andrew Ruddock. John Jones. Edward Malcombe; William Courtney, lieutenant. Abraham Elton, John Day, John Gill, Samuel Shaw, William Hart.
SOCIETY	160	16	60	21.12.1702.	Daniel Courtin. James Wallis, Michael White.
STANHOPE galley . .	120	14	40	18.1.1711.	Bartholomew Hayden. A. and I. Elton, Lawrence Hollister, John Webley, Stephen Richardson.
STONIDGE galley . .	140	8	30	19.10.1708.	Samuel King. Hugh Hayward, sole owner.
SUCCESS	130	12	36	12.1.1704.	James Stephens. Francis Rogers, Philip Raines.
SWIFT galley	200	12	36	3.2.1708.	John Good. A. H. and W. Swymmer, Christopher Devonshire, John Jelf.
THOMAS & JOSEPH . .	250	16	20	25.8.1702.	Alexander Bowdidge. Thomas Callowhill, junior, John Oliver, James Peters, Peter Young.
TIGER	250	16	20	6.11.1702. 31. 7.1708. 24. 5.1710.	John Hort. Lot Nickins. Robert Welch. Henry Tindall, John Hitchins, James Vaughan.

Soon after the *Tiger* arrived in Kingroad on Sunday, 31st August, 1707, "about twenty of the crew took the longboat, and attempted to reach the shore, but were pursued by a boat sent from H.M.S. *Lizard*, with orders to impress them. The press-gang fired several musket

BRISTOL PRIVATEERS AND SHIPS OF WAR

shots at the longboat, by which one sailor was killed, another mortally wounded, and others severely maimed ; and the remaining fugitives then surrendered. The city magistrates complained strongly of the outrage and requested the Admiralty to give up the murderers for trial by ordinary law, but Prince George of Denmark, Lord High Admiral, refused, stating that the case would be left to a court martial.”¹

	Tons.	Guns.	Men.	L.M.D.	Commander.
TRIUMPH galley . . .	250	20	60	25.9.1711. 1.7.1712.	John Gilbert. John Gilbert. James Peters, Caleb Lloyd, George Whitehead, Francis Roach.
TUNBRIDGE galley . . .	100	12	30	17.7.1712.	Peter Skinner. Robert Tunbridge, John Duckinfield, John Hitchins.
UNION frigate . . .	250	16	40	9.12.1708. 4.3.1711. 3.12.1711.	Matthew Thomas. George Timberman. Isaac Knight. William Swymmer and Sons.
WESTBURY galley . . .	120	10	24	12.6.1710.	Joseph Hiscox. Joseph and Thomas Vigors, Francis Rogers, Richard Hawksworth.
WHETSTONE galley . . .	130	16	30	18.2.1707.	Henry Geeven. Woodes Rogers, John Fry, Stephen Baker, Lewis Casamajor.
WYNN galley . . .	200	16	45	10.1.1712.	John Braine. William Swymmer, John Day, William Hart.
YORK	160	12	30	5.2.1712.	William Stanton. Lawford Cole, Edward Taylor.

* * * * *

NOTE.

Captain Johnson in his account of the pursuit of Bartholomew Roberts, by H.M.S. *Swallow*, Captain Challoner Ogle, states that the latter received information of the pirate's movements "from Captain Plummer, an intelligent man in the *Jason* of Bristol," on 14th October, 1721.² This ship was probably the *Jason* of 1712, Captain John Plummer, mentioned on page 97.

¹ Latimer, *Annals*, annotated edition in Bristol Central Library, p. 73.

² *General History of the Pirates*, edited by A. L. Humphreys, London, 1926, p. 205. There is another reprint in two volumes, edited by Philip Gosse, London, 1925.

CHAPTER VIII

WOODES ROGERS

“Necessity has frequently put private men on noble undertakings.”

WOODES ROGERS, son of Woodes Rogers, mariner, of Poole, and Frances his wife, was born about 1679, probably at Poole or in that neighbourhood, as the registers of St. James's Church, Poole, record the baptisms of a sister Mary on 14th June, 1680, and a younger brother John on 28th November, 1688.¹ On 5th March, 1705, Rogers was admitted a freeman of Bristol after his marriage on January 24th to Sarah, daughter of Rear-Admiral Sir William Whetstone, at St. Mary Magdalen, Covent Garden, and the fact that he became a freeman through marrying the daughter of one makes it practically certain that he was not a native of the city. On 9th January, 1707, a son, William Whetstone, and on 9th March, 1708, a daughter, Mary, were baptized at St. Nicholas Church, Bristol.²

During this time Rogers may have been engaged in the Newfoundland trade,³ and sustained those losses at the hands of the enemy which he gives as a reason for embarking on a privateering voyage. A proclamation of 1st June, 1702, by which the whole interest in prizes was transferred to the owners and crew, except Custom House duties and one-tenth part to the Crown, led to a revival of privateering which had declined in the seventeenth century, and a successful voyage to the Pacific in 1698 by two French ships commanded by Beauchesne-Gouin stimulated Rogers in 1708 to propose a similar voyage to a number of Bristol merchants, of whom the principal was John Batchelor. His proposal being favourably received, two ships were fitted out, the *Duke*, 30 guns, 320 tons, Captain Woodes Rogers, with Thomas Dover as second captain, and the *Duchess*,

¹ *Somerset and Dorset Notes and Queries*, xviii. 61. Woodes Rogers, senior, died in 1706.

² *Mariners' Mirror*, xv. 68. Note by Bertram M. H. Rogers, M.D., of Clifton.

³ *Cruising Voyage Round the World*, 1928, p. 99.

BRISTOL PRIVATEERS AND SHIPS OF WAR

26 guns, 260 tons, Captain Stephen Courtney. William Dampier sailed as pilot for the South Seas in the *Duke*.¹ The voyage which now followed is described, with extracts mainly from *The Voyage to the South Seas*,² by Edward Cooke, second captain of the *Duchess*, a rarer book than the *Cruising Voyage Round the World*, which was reprinted 1928 in Cassell's "Seafarers' Library," and edited, with life of Rogers, by Mr. G. E. Manwaring. This edition does not include the original Introduction.

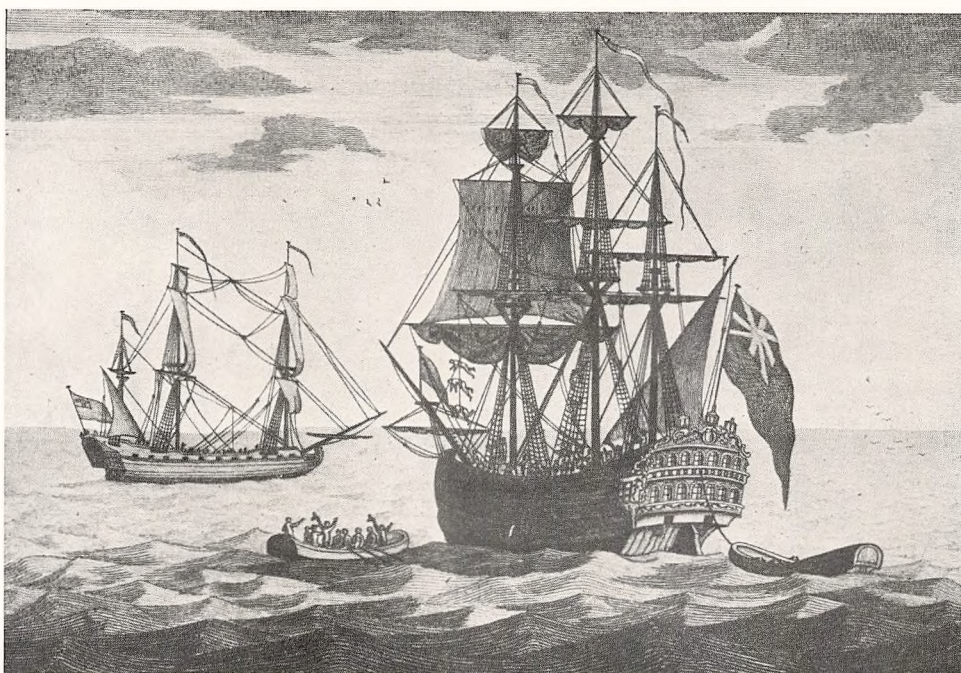
The owners appointed a council for the government of the voyage, a "constitution" was drawn up, and Rogers states that in "pursuance of this, we held frequent councils to make such agreements as occasion required, that the officers who signed them might see them put in execution; for without this method we could never have performed the voyage, nor kept together. As the first command lay on me, I had also the care and trouble to propose and draw up almost every resolution and agreement; which if they be not exactly according to form, I hope will be readily excused, being such as the necessity of our affairs obliged us to make from time to time; and the law being none of my study, I was obliged to do the best I could in this case, where all must be voluntary; for we had no power of compulsion, nor any other rule to direct us but our owners' instructions, which it was impossible to accommodate to all emergencies in an undertaking of this nature and at so great a distance. . . . From our first setting out I took the best method to preserve an unquestionable relation of the voyage, by having a daily account kept in a public book of all our transactions, which lay open to everyone's view, and where any thing was reasonably objected against, it was corrected."³

In his Introduction Rogers gives an account of the South Sea trade which he and Cooke as merchant seamen hoped to see established, and

¹ The other officers of the *Duke* were: Robert Fry, chief lieutenant; Charles Pope, second lieutenant; Thomas Glendall, third lieutenant; John Bridge, master; Alexander Vaughan, chief mate; Lancelot Appleby, second mate; John Ballet, third mate; George Underhill, John Parker, Benjamin Parsons and Howel Knethel, midshipmen. The officers of the *Duchess* were: William Stretton, chief lieutenant; John Rogers, second lieutenant; John Connely, third lieutenant; George Milbourn, master; Robert Knowlman, chief mate; Henry Duck, second mate; Simon Hatley, third mate; James Goodall, fourth mate; William Page, fifth mate.

² It has not been reprinted; this account is intended to be supplementary to Rogers's *Cruising Voyage*, 1928 edition.

³ *Cruising Voyage*, 2nd ed., 1718, xviii.



From Drake's Voyages, 1769.

Admiralty Library.

THE DUKE AND DUCHESS.

“The Ceremony of ducking under the Tropic.”

WOODES ROGERS

doubtless to share in after the war, and it is as promoters of British influence in the Pacific that the leaders of the expedition best deserve to be remembered. Rogers was also one of the first advocates of a British trade to the River Plate,¹ since grown to vast proportions. As this side of his character has usually passed unnoticed, and he has been styled a "pirate" and a "buccaneer" by writers of the romantic school, who do not take the trouble to find out what a privateer was, it may be of interest to note that he states that it is "a particular misfortune which attends voyages to the South Sea that the buccaneers, to set off their own knight errantry and to make themselves pass for prodigies of courage and conduct, have given such romantic accounts of their adventures and told such strange stories, as make the voyages of those who come after to look flat and insipid to unthinking people. I must add concerning these buccaneers, that they lived without government; so that when they met with purchase they immediately squandered it away, and when they got money and liquor they drank and gamed till they spent all; and during those revels there was no distinction between the captain and crew; for the officers having no commission but what the majority gave them, they were changed at every caprice, which divided them and occasioned frequent quarrels and separations, so that they could do nothing considerable; and for anything I could learn, they scarce showed one instance of true courage and conduct, though they were accounted such fighting fellows at home."

The ships being ready to leave the river, Cooke states that on "the 15th June, 1708, we towed down from Hong Road to Kingroad, in order to fit our ship and the better to keep the seamen on board, where we continued till the 1st August." On that day they sailed for Cork in a convoy with H.M.S. *Hastings*, the *Duchess* arriving on the 4th and the *Duke* three days later. Here forty of the "fresh-water sailors" deserted and more men were signed on, the *Duke* having 183 men and the *Duchess* 151 men on board when they sailed on 1st September. On the 10th a Hamburg ship flying Swedish colours was searched but released, and on the 18th a small prize was taken and ransomed at Orotava in Tenerife, where the ships anchored the next day. This port was left on 21st September, and on the 24th Cooke states that "this night we crossed the Tropic of Cancer and the Sunday following ducked the men in both ships according to custom, who had not before passed the Tropic."

¹ *Cruising Voyage*, 1928, p. 67.

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St. Vincent in the Cape Verde Islands was reached on the 30th, and after watering the ships sailed on 8th October for Ilha Grande in Brazil.

On arrival off the island on 18th November, Dampier was sent away in the pinnace to make certain it was the right place, and on his return the ships proceeded inside and anchored. Cooke says: "At our first landing the Portuguese fired several shots taking us for French but were afterwards sorry for it and received us very kindly." On the 20th "one of our men going from the ship without leave giving the first lieutenant foul language and threatening he would be revenged was put in irons and his messmates desiring he might be released or they put in with him, seven voluntarily went into irons." On the 23rd the *Duchess* was hove down both sides by the *Duke*, and we "gave the ship a pair of boot tops ;¹ two of the mutineers were whipped and put in irons again." The next day "two men went ashore designing to leave the ship and having bargained with a canoe to carry them over to the main, but missing their way to the place appointed and being frightened at the sight of several wild beasts, they hailed the ship at midnight, begging for God's sake to be brought aboard or they should be devoured, the boat went off and brought them ; they were confined in irons till the 25th, then whipped and set at liberty." On the 26th the *Duke's* pinnace, having Carleton Vanbrugh the owners' agent on board, fired at a canoe and mortally wounded an Indian. A committee was held to enquire into this and a protest was made against Vanbrugh's "unadvised actions for proceeding without any order from the captain and acting contrary to what he was shipped for." Rogers says that he "was sensible that good order and discipline in privateers was the only method to support myself and the other officers and keep up our authority, which is so essential towards acting with success and vigour on all occasions. This made it highly necessary in the infancy of our undertaking to prevent innovations in command, which inevitably confound the most promising designs. Therefore I thought it a fit time to resent ignorant and wilful actions publicly, and to show the vanity and mischief of them, rather than to delay or excuse such proceedings ; which would have made the distemper too prevalent, and brought all to remediless confusion, had we indulged conceited persons with a liberty of hazarding the fairest opportunities of success."

¹ Boot-topping is the name given to the upper part of a ship's bottom on the water-line. Earliest example in *N.E.D.* is 1767.

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The ships sailed on 30th November, and on 23rd December the Falkland Islands were sighted, which Cooke describes as looking "like some part of England having several good bays and valleys, but believe it is not inhabited, no signs of people appearing." On 5th January, 1709, they encountered a violent north-west gale with very bad weather. Cooke states that in the afternoon the *Duchess* "reefed both courses,¹ then lowered our fore yard and lay by till five ; at which time our waste was filled with water and we expecting the ship would sink every moment, got down our fore yard as well as we could and loosed the spritsail, to ware the ship, which at last we did ; but in waring, we thought she would have foundered with the weight of water that was in her, by reason she had so deep a waste. Thus we scudded before the wind, the *Duke* following, and at nine shipped a sea at the poop, as we were in the cabbin going to eat ; it beat in all the cabbin windows and bulkhead and hove the first lieutenant half way between the decks, with several muskets and pistols that hung there, darting a sword that was against the bulkhead of the cabbin through my man's hammock and rug which hung against the bulkhead of the steeridge, and had not the bulkhead of the great cabbin given way, all who were there must have inevitably been drowned, before the water could have vented. Our yawl was staved on the deck and it was a wonder that many were not killed with the shutters, the bulkhead and the arms, which were drove with a prodigious force ; but God in his mercy delivered us from this and other dangers. Only one man or two were hurt and some bruised, but not one rag of dry clothes left us, our chests, hammocks and bedding being all soaked in water."

The Horn was rounded on 11th January, Cooke giving their farthest south as 61° 10' and Rogers as 61° 53', "for ought we know the furthest that any one has yet been to the southward." The record was then held by the *Bachelor's Delight*, Captain Edward Davis, the buccaneer, who in 1687 went to 63° by "reckoning," and turned north in 62° 30'.² On 1st February the two ships anchored off Juan Fernandez, and on the next day Alexander Selkirk³ joined the *Duke*, after having been on the island four years and four months. Cooke mentions Selkirk's dislike of Dampier, which is omitted by Rogers. He says, "He first enquired whether a certain officer that he knew was on board ; and hearing that he was, would rather have chosen to remain in his solitude, than come

¹ Foresail and mainsail.

² *Wafer's Voyage*, 1704, p. 175.

³ See p. 124 *seq.*

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away with him, till informed that he did not command. . . . They had much difficulty to persuade him to venture himself aboard so great was the aversion he had conceived against the officer aforesaid; yet upon promise of being restored to his former dwelling if not satisfied, he at length complied, and found such entertainment, as made him no longer fond of his solitary retreat." Selkirk also "invited the officers to his habitation but only Captain Fry went with him."¹

The two ships being watered and refitted, sailed on their first cruise on 13th February. On the 28th Rogers says that "we put both pinnaces in the water to try them under sail, having fixed them each with a gun after the manner of a patteraro [swivel] and all things necessary for small privateers," and Cooke informs us that "since our departure from the Canaries we generally went to prayer once or twice a day and had ferulas made to punish swearing, by which we found the men much broke of that vice. I ordered three of our men to be put in irons for cutting the meat in the steep tub and hiding it, having found a large bowl full in one of their chests; and this day [2nd March] Captain Courtney caused two of them to be whipped and pickled; but before the third had suffered, we begged them off." On the 15th a small prize called the *Assumption* was taken, and the next day they anchored at Lobos d'Afuera, well known as a guano port to later generations of seamen. Here the prize was fitted out as a privateer and named the BEGINNING, and a large "launch" built for landing men. Another small prize was taken called the *Santa Josepha*, which was renamed the INCREASE, and fitted out as a hospital ship, Selkirk, second mate of the *Duke*, being appointed master. The four vessels sailed from Lobos on 29th March, and four days later Cooke relates that "we saw a sail two leagues to windward and got our boats out. I went in ours and Captain Fry in the *Duke's*, who being somewhat foremost, fired a musket; the vessel struck and we went aboard. She was a large ship [the *Ascension*] of above 400 tons from Panama, where she had lain twelve months loading dry goods, was very deep, drew 18 feet water, came last from Paita, in

¹ In 1703 Dampier commanded the *St. George* in company with the *Cinque Ports*. Selkirk was master of the latter, and was landed at his own request after a quarrel with the captain, Thomas Stradling. It is suggested by Mr. Clennel Wilkinson in his *William Dampier*, 1929, that the "certain officer" was John Ballet, who had been Dampier's surgeon, but it is not likely that Selkirk would have objected to sail with a man who could have had no authority over him and was not likely to have. Moreover, Ballet transferred to the *Duchess* on 22nd October, 1708, and Selkirk was taken off to the *Duke* in the latter's pinnace.



CAPTAIN WILLIAM DAMPIER.

After an engraving by John Horsburgh, in book entitled *Lives and Voyages of Drake, Cavendish and Dampier*, published at Edinburgh in 1831; author not named. This portrait apparently is not known except as a book illustration.

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company with a new ship bound for Lima with timber, being of greater burden than this one. This was one of the largest merchant ships in these seas and had 50 or 60 blacks on board besides several passengers ; but for arms, I saw not so much as a pistol in her." The same evening the *Beginning* took a small prize named the *Joseph*, which was attached to the *Duke*, and rendered good service until their final departure from the coast.

On 12th April it was decided to attack Guayaquil. This city, now the largest and most important in Ecuador, with a population of more than 100,000, is situated on the right bank of the Guayas River about thirty-three miles from the island of Puna at its mouth. The town of Puna on the north-east point is forty-five miles from Santa Clara Island at the entrance to the Gulf of Guayaquil. Rogers states that "the tide has a quick current and I believe the ebb is little inferior to that of Bristol and the water as thick and as much discoloured."

Dover, Rogers and Courtney were appointed to command the landing party, "the first to command a company of marines," which were all landmen, and the other two "a company of officers and seamen" each. A fourth company under Dampier was "with the artillery and for a reserve." Regulations were drawn up for the disposal of the plunder, the last clause of which related to discipline, and is as follows :—

"And to prevent all manner of pernicious and mischievous ill-conduct that may accrue by disorders on shore, we pressingly remind you, that any officer or other that shall be so brutish as to be drunk ashore in an enemy's country, shall not only be severely punished but lose all share of whatsoever is taken in this expedition. The same punishment shall be inflicted on any that disobeys commands or runs from his post, discourages our men, or is cowardly in any action, or presume to burn or destroy any thing in the town without our order or for mischief sake ; or that shall be so sneakingly barbarous to debauch themselves with any prisoners on shore, where we have more generous things to do, both for our own benefit and the future reputation of ourselves and country. We shall always take care to keep prisoners of the best note, as pledges for our men that may be accidentally missing ; for as soon as any man is wanting, we shall engage the Spaniards to bring him to us or give a satisfactory

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account of him. But we desire no man to trust to this or be a moment from his officers and post. And if all the foregoing rules be strictly followed, we hope to exceed all other attempts of this nature before us in these parts; and not only to enrich ourselves and friends, but even to gain reputation from our enemies."

On the 14th the flotilla stood into the gulf, and the next day Cooke commanded the boats at the capture of the *Havre de Grace*, which he describes as follows:—

"In the morning saw a sail near the shore and having little wind, the *Duke's* boat commanded by Captain Fry and ours by myself, rowed directly for her going off in such haste, that neither of us had the swivel guns we used to carry in the boats nor our full complement of men, only ten muskets and four pistols and not much powder and shot, nor any water for the space of six leagues. The *Duke's* boat coming first near her, she put out Spanish colours, fired a gun at them and hoisted a Spanish flag at the main topmast head. The *Duke's* boat then lay by for us to come up; we saw she was French built and by the account the prisoners had given us before, concluded it must be the ship we had been so long cruising for, which was to carry the bishop. Our ships being almost out of sight and the Spaniard so near the coast and making the best of her way to run ashore in a sandy bay, we resolved to lay her aboard on each bow and accordingly made the best of our way. I being then on her weather quarter and Captain Fry on her lee, we designed to have told them we were friends, till out of the way of their stern-chase but the *Duke's* men thinking the Spaniards had been going to give us a volley, poured in their shot among them, then layed in our oars and fell to it.

"The dispute was hot for a long time, we keeping a constant fire and the enemy answering, who killed two of Captain Fry's men, wounded one of his and two of mine. One of the dead men was Mr. John Rogers, our 2nd lieutenant and brother to Captain Rogers, who behaved himself very well during the action. The *Duke's* boat finding the enterprise too difficult bore away and some time after we did the like. Captain Fry having put some of his men aboard us, given us some powder and shot and taken in our wounded men, stood away for the ships whilst I made again to the ship, resolving to keep her from the shore and rather than fail to clap her aboard. The Spaniards perceiving what we designed

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edged off to sea and we after them. Our ships came up apace and we kept close to the Spaniard, sometimes firing at him. The *Duchess* being come up fired a shot or two at him and then he struck and we clapped him aboard. The men begged for good quarter and we promised them all the civility imaginable."

The prize was a ship of 260 tons, and several guns were found in the hold, "for she could carry 24 but had only six mounted." She was formerly the French ship *Lune d'Or*, sold to the Spaniards, "which we called the *Havre de Grace*."

On the 17th arrangements were completed for the landing party; every man was given "a ticket, that he might remember what company he belonged to," and every ten men in a company were put under a picked man. Captain Cooke was left in command of the ships, and at midnight Rogers embarked on board the *Joseph*, Lieutenant Thomas Glendall, which with the *Increase*, Lieutenant John Connely, were fitted with "our four quarter deck guns and field carriages" and carried 201 men. They were now twenty-seven miles from Santa Clara and one hundred and five miles from Guayaquil. Although Cooke was not present, he gives "a particular account received from one who was in the expedition and daily committed everything to writing."

At 10 p.m. on the 18th the two barks anchored off Punta Arena, twenty-four miles from Puna, to wait for the flood. They weighed in the morning, Rogers, Courtney and Dampier going ahead with 40 men in the three boats to see if they could surprise Puna before the barks were seen by the look-outs. They reached about half-way, but at the ebb had to land on the island, hiding their boats under the mangroves. On the evening of the 19th they got under way with the flood and anchored that night about a mile short of the town, which was successfully surprised the following morning, the governor with about twenty others being made prisoners. The look-outs were taken at their posts, and all canoes destroyed, so that no one could escape with the news to Guayaquil.¹

In the afternoon Rogers left Puna with two boats and returned to look for the two barks, which had not yet arrived. He found them at anchor about sixteen miles down stream, having been misled by the pilot of the *Increase*, who had under-estimated the distance and thought they

¹ Cavendish arrived at Puna on 25th May, 1587. He sailed on 5th June after having lost 12 men in a fight with the Spaniards, and burning the town with four ships on the stocks. (Hakluyt, viii. 226-30.)

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were off Puna. Rogers then embarked Dover and as many men as could be crowded into the boats and rowed up river ahead of the barks, anchoring off Puna about midnight. At daybreak on the 21st they came up with the *Joseph*, which had passed them in the night, and at 10 a.m. with Courtney and Dampier, who had been lying off Puna all night in the other boat, to see that nothing passed up the river. At noon they "were about half way up to Guayaquil from Puna and lay with the boats under the mangroves all the ebb and the bark off in the river." In the evening they got under way,¹ and by midnight the boats containing 110 men were in sight of Guayaquil, only to find that the alarm had been given.²

Rogers was in favour of landing at once, but was over-ruled by Dover and Courtney, and of the other officers "few were for landing in the night." Dampier on being asked how "the buccaneers behaved in such cases," said "they never attacked any large place after it was alarmed." The boats then fell down with the ebb until daybreak. According to Cooke's informant, "such a hot dispute arose among some of our chief officers that they were heard ashore; but the Spaniards not understanding what they said, fetched an Englishman and conducted him along the shore, to interpret what they heard; however, before he came the dispute was over. This account we had from that very Englishman,³ who afterwards came over to and proceeded the voyage with us. A council was held in the stern of one of the boats to resolve whether we should land immediately or stay till daybreak, and the officers differing in their opinions, it was agreed that since we did not know the ground and the barks were not come up, which had near half the men and the artillery, to stay till daylight, when it was hoped the barks would join and fell a little down the river to meet them, hearing several musket shots in our way, which at first we thought might be the Spaniards along the shore."

At daybreak on the 22nd the *Joseph* was seen at anchor "within a mile of the town and at flood the other coming up the river; then rowed

¹ When meaning "movement" this word should be spelt thus, and not "weigh," as some mariners seem to imagine.

² Guayaquil had been previously taken on 20th April, 1687, by 260 French and English buccaneers under François Grognet. The attackers lost 9 killed and 12 wounded. (James Burney, *Buccaneers of America*, 1902, p. 254.)

³ His name was Boyce, and he had been a prisoner for seven years.



Drake's Voyages, 1769.

Admiralty Library.

“CAPTAIN ROGERS’S PEOPLE STRIPPING SOME LADIES OF THEIR JEWELS IN
THE NEIGHBOURHOOD OF GUIAQUIL.”

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back to the bark, which had fired those muskets at some fishermen passing by, whom we took. When all the forces were joined we held a council in the pinnace, proceeded up the river and sent a flag of truce with the captain of the French-built ship, the governor of Puna and another prisoner. They towed up the barks abreast of the town and came to an anchor. When the captain came to the corregidor, he asked him our number, which the captain magnified; the corregidor answered, 'They were boys and not men,' and the captain replied 'he would find they were men, for they had fought bravely in their open boats, though he had killed one of the commander's brothers and wounded and killed others,' and therefore advised him to agree for the ransom of the town; for though he had 3,000 men he would not be able to withstand them; to which the corregidor replied, 'My horse is ready.'"

Rogers states that at the council Dover was against attacking the city, and advocated opening negotiations for the ransom of the prizes already taken, but "being put to the vote, the majority were for landing." Dover was offered the honour of leading the attack, which he declined, telling Rogers that he would be "answerable for all the damage that might happen to us on our landing." Dover in later years boasted that he had taken "by storm the two cities of Guayaquil."

In the meantime four barks trying to escape up river were overtaken and brought back as prizes. In spite of the majority, Rogers yielded to Dover's excessive caution, with the result that this day and part of the next was spent in talking, the Spaniards making the best of the opportunity to carry most of their valuables out of the town.

On the 23rd—St. George's Day—Cooke states that "the governor and captain not agreeing, all things were made ready and we towed nearer the shore, wearing our Union Jack at our main topmast heads. At four in the afternoon the men landed and went on with so much bravery that the Spaniards fired only their first volley and fled, our people pressing and pursuing them to their cannon which they soon gained, only the gunner, who was an Irishman, standing by them till he was wounded in four places, whereof he died soon after, as we were informed by some prisoners we took. Our men marched in a body through both towns driving out the enemy, placed three guards in the three churches and set fire to five or six houses in the old town that stood adjoining the wood, lest the Spaniards should have any cover from them to annoy our guard, which was within pistol shot. All this night they kept firing out of the wood at

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our sentinels or any other that stirred out of the guard, yet did no harm. Several parties of horse came down without making any attempt."

In the evening one of the boats with a party of 21 men commanded by Lieutenant Connely, accompanied by Selkirk, was sent about twenty miles up the river. Rogers relates that "sixteen of them landed at six several places, the other five kept the boat, having a swivel gun to defend themselves. At one place they separated and Mr. Connely with three others rambled so far in the woods to look for wealth, that after three hours search they could not find the way back to the rest, but by accident met again and got to the boat. William Davis, one of my men, was shot through the hinder part of the neck by the enemy, the wound not dangerous and none of the rest hurt; they chased 35 horsemen well armed, that were coming to help those of Guayaquil. The houses up the river were full of women, and particularly at one place there were above a dozen handsome genteel young women well dressed, where our men got several gold chains and ear-rings, but were otherwise so civil to them, that the ladies offered to dress them victuals, and brought them a cask of good liquor. Some of the largest gold chains were concealed, and wound about their middles, legs and thighs, but the gentlewomen in these hot countries being very thinly clad with silk and fine linen, and their hair dressed with ribbons very neatly, our men by pressing felt the chains with their hands on the outside of the ladies apparel, and by their linguist modestly desired the gentlewomen to take them off and surrender them. This I mention as a proof of our sailors' modesty and in respect to Mr. Connely and Mr. Selkirk, the late governor of Juan Fernandez, who commanded this party. For being young men, I was willing to do them this justice, hoping the fair sex will make them a grateful return when we arrive in Great Britain, on account of their civil behaviour to these charming prisoners. They called at this house for provisions as they returned down the river, and being so civil at first, they gave their fair landladies no uneasiness or surprise at a second visit. They took a large empty bark, but left her up the river and brought with them in gold chains, ear-rings and plate, I believe above £1,000 value, with a negro that had been serviceable in discovering part of the hidden treasure; but they all agree that the want of another boat lost much more than they got; for while they searched and plundered one side, the canoes and bark-logs did cross the river and carry the people and purchase out of their reach, for want of another boat to prevent it.

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They also informed us that in the places where they had been above the town, they saw more than 300 armed horse and foot in several parties ; so that we apprehended the enemy designed to gain time by pretending to ransom, till with a vast odds they might attack us and reckoned themselves sure of victory ; but we for fear of being surprised, agreed to assemble in a body at every alarm, which was beat several times a day on the sight of large parties, though it hindered our business." The river party returned after an absence of twenty-four hours.

On the 24th Cooke says, "Our guards had some skirmishes, in which a man was wounded," and another skirmish took place the following afternoon. That night the whole party was withdrawn to the first church, and on the morning of the 26th a message was sent to the Spaniards that if sufficient hostages were not given for the ransom, to be paid within six days, the town would be set on fire by 3 p.m. Soon afterwards two emissaries arrived, and the following morning an agreement was signed which stipulated that the ransom for the city, two new ships and six barks, should be 30,000 pieces of eight to be paid at Puna in six days, when the hostages and all prisoners should be released, "otherwise the said hostages do agree to remain prisoners till the said sum is discharged in any other part of the world." At the same time, we "took down our Union Flag and hoisted a flag of truce, firing a gun for a signal that the Spaniards might come into the town and that no hostilities should be committed on either side, during the time we had agreed to stay for the money."

On the morning of the 28th the barks weighed, the *Duke's* pinnace, with Rogers on board, "making the best of her way down to the ships and the float going ashore to fetch off the great guns. Had we landed sooner the booty might have been prodigious, for the inhabitants during the time they gained sent away their wealth with their wives and families into the woods ; and the hostages told us, there was then in the town £80,000 of the King's money, besides what belonged to merchants, their plate and women's jewels of great value, some of which fell into our hands, when our boat went up the river ; but the night and our not knowing the place may be an answer for the delay."¹

The next few days were spent in waiting for the ransom, of which

¹ William Betagh, who was with Shelvocke in 1719-22, states : "The charge of our expedition was upwards of £14,000, and I believe the *Duke* and *Duchess* did not stand the Bristol gentlemen in so much. And [tho' Rogers had aboard him some troublesome spirits, who opposed his better views, yet] it's well known he brought home a capture of £170,000 value." (*Voyage Round the World*, 1728, p. 238).

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they eventually received 25,500 pieces of eight instead of 30,000 agreed on. The four barks taken at Guayaquil were handed over with the *Increase*. The *Beginning* was sold, and on 8th May the four ships, *Joseph*, and a prize ("Hatley's bark"), with three hostages for the remainder of the ransom, sailed for the Galapagos.

Soon afterwards an epidemic of fever broke out, several men dying in both ships.¹ The small prize commanded by Simon Hatley, third mate of the *Duchess*, was lost sight of, and it was presumed she had been wrecked or retaken by the prisoners on board. Hatley, however, reached the coast, and with his crew was made prisoner by the Spaniards.²

An unsuccessful search for water was made at the Galapagos, and on 1st June it was found that there was a conspiracy on board the *Ascension* among the prisoners to overpower the English and run off with the ship. Cooke says: "We examined the Spaniards who protested they knew nothing of it; then seized matches between the fingers of two blacks, making them believe we would burn them to the bone if they did not confess; they owned there had been talk of killing the English among the Indians and blacks but believed it was not in earnest." On the 5th a prize called the *St. Thomas* was taken, and two days later the ships, with their four prizes, arrived at Gorgona, which was their base for the next two months. Another prize, the *Golden Sun*, was taken by the boats three days later.

The *Duke* and *Duchess* were here careened and the *Havre de Grace* fitted out as a privateer and renamed the *MARQUIS*.³ Cooke states that "in the bay where we rid we cleared a place in the woods right ashore to build tents for our sick men, sailmakers, smiths and coopers, which when up looked like a small village, and our men called it Little Bristol." On 10th July the *Joseph*, commanded by Captain Dover with Selkirk as master, was sent to the mainland to land prisoners and bring back provisions. They returned three days later, having plundered a small village, for which the *Golden Sun* was afterwards given away in compensation.

¹ One was George Underhill, midshipman, on 24th May. Rogers says he was "a good proficient in most parts of the mathematicks and other learning, tho' not much above 21 years old. He was of a very courteous temper, and brave, was in the fight where my brother was killed and served as lieutenant in my company at Guayaquil."

² See *Voyage Round the World, 1719-22*, by Captain George Shelvocke, edited by W. G. Perrin, 1929, for Cassell's "Seafarers' Library." Hatley sailed as Shelvocke's second captain in the *Speedwell*.

³ Her officers were: Edward Cooke, commander; Charles Pope, lieutenant; Robert Knowlman, master; William Page, chief mate; John Parker, second mate; John Ballet, surgeon.

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A committee on the 29th regulated the award of the plunder taken at Guayaquil, three men who were wounded being awarded "smart money," the boats' crews that took part in the attack on the *Havre de Grace* receiving four bales of goods "over and above their shares," and a good suit of clothes being given to each man that took part in the river expedition. The *Ascension* and *St. Thomas* were ransomed, and the three ships, with the *Joseph*, sailed on their third cruise on 7th August.

On the 18th a prize called the *Conception* was taken, and two days later Rogers states: "At ten in the morning we bore down to the *Duchess*, who had Spanish colours flying, to make a sham fight to exercise our men and the negroes in the use of our great guns and small arms. During this sham engagement every one acted the same part he ought to have done if in earnest, firing with ball excepted. Our prisoners were secured in the hold by the surgeons, who had their instruments in order, and to imitate business for them I ordered red lead mixed with water to be thrown upon two of our fellows, and sent them down to the surgeons who, as well as the prisoners in the hold, were very much surprised, thinking they had been really wounded, and the surgeons actually went about to dress them, but finding their mistake, it was a very agreeable diversion."

On 24th August the ships arrived at Tacames, where they at first met with hostility from the Indians, but through the good offices of one of the prisoners, a Spanish padre, friendly relations were established and water and provisions obtained without difficulty. It was here decided to cruise for the Acapulco ship, and Cooke and Fry were rewarded with a black boy apiece for the risk they ran in attacking the *Havre de Grace*. Rogers did not think this sufficient, and says: "Such actions ought to be particularly rewarded among us, else we may lose great opportunities of advantage, for want of due encouragement to personal bravery, and in this action where there was but a few concerned, it was a cheap and fit way of encouraging the rest, without offence to any." The *Conception* was left in the port with some negroes which had been ransomed, and the ships sailed on 31st August for their fourth cruise.

They again visited the Galapagos and laid in a stock of turtle, and on 7th October the *Duke* and *Duchess* arrived at the Tres Marias Islands, now a Mexican penal station, the *Marquis* and *Joseph* arriving two days later. Cooke says that "several hot controversies happened about this time, among some of our chief officers, which I endeavoured to allay, and moderate, but with little success, for which I was much concerned."

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The *Tres Marias* were left on 24th October, and six days later Rogers states that "this morning one of our negro women cried out, and was delivered of a girl of a tawny colour; Mr. Wasse, our chief surgeon,¹ was forced to discharge the office of a midwife in a close cabin provided for that purpose; but what we most wanted was good liquor, to keep up, or imitate the women's laudable custom of a refreshing cup on such an occasion. I accidentally found a bottle of thick strong Peru wine, a good part of which was given to the sick woman, who desired more than we could spare her. She had not been full six months amongst us, so that the child could belong to none of our company. But to prevent the other she-negro (called Daphne) from being debauched in our ship, I gave her a strict charge to be modest, with threats of severe punishment, if she was found otherwise. One of the *Duchess's* black nymphs having transgressed this way, was lately whipped at the capstan. This I mention to satisfy the censorious, that we don't countenance lewdness, and that we took those women aboard, only because they spoke English, and begged to be admitted for landresses, cooks and semstresses." The three ships were cruising until 13th December, when the *Marquis* was sent into Porto Seguro, near Cape St. Lucas, to refit, while the other two continued their look-out for the Manila ship, now a month overdue. She was at last seen at daybreak on 22nd December, and Rogers states that "we began to engage her by ourselves, for the *Duchess* being to leeward and having little wind, did not come up. The enemy fired her stern chase upon us first, which we returned with our fore chase several times, till we came nearer, and when close aboard each other, we gave her several broadsides, plying our small arms very briskly, which they returned as thick a while, but did not ply their great guns half so fast as we. After some time we shot a little ahead of them, lay athwart her hawse close aboard, and plied them so warmly that she soon struck her colours two thirds down. By this time the *Duchess* came up and fired about five guns, with a volley of small shot, but the enemy having submitted, made no return." The prize was called the *Nuestra Senora de la Incarnacion Disenganio*,² mounting 20 guns and 20 swivels, with 193 men on board, of which 9 were killed and 10 wounded. In the action

¹ James Wasse, died at sea, 27th November, 1710; "we buried him decently next day, with our naval ceremonies as usual, being a very honest useful man, a good surgeon, and bred up at Leyden, in the study of physick as well as surgery."

² Cooke says her captain, Juan Pichberty, was brother-in-law of M. du Casse, the Governor of San Domingo (Saint Domingue), now Haiti, a French colony from 1697 to 1804.

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of an hour and a half the *Duke* had two casualties, one of which was Rogers, wounded in the jaw ; and the other, William Powell, an Irish landman.¹

The two ships with the prize anchored at Porto Seguro the following day, and on Christmas Eve the *Duchess* and *Marquis* were sent out to look for another ship, the consort of the prize, from which she had parted company three months before. Rogers had proposed to divide the crew of the *Marquis* between the *Duke* and *Duchess*, but was over-ruled by a majority of the council, and he remained in harbour to refit, but sailed the following evening on a strange sail being reported.

In the night the second Manila ship was engaged by the *Duchess* with a loss of one man killed and several wounded, and again the following morning by the *Duchess* and *Marquis*, the latter firing away all her ammunition. On the 27th the *Duchess* and the *Duke*, which had now come up, renewed the action. Rogers states: "We stood as near as possible, firing as our guns came to bear ; but the *Duchess* being thwart the Spaniard's hawse, and firing very fast, those shot that missed the enemy flew over us and betwixt our masts, so that we ran the risk of receiving damage from them if we had lain on her quarters and cross her stern, as I designed, while the enemy lay driving. This forced us to lie alongside, close aboard, where we kept firing round shot and did not load with any bar or partridge because the ship's sides were too thick to receive any damage by it, and no men appearing in sight, it would only have been a clog to the force of our round shot. We drove as she did as near as possible." After two hours' fighting the *Duke's* main mast was disabled by a shot, and "soon after the *Duchess* and we firing together, came both close under the enemy and like to have been aboard her, so that we could make little use of our guns. Then we fell astern, where the enemy threw a fire-ball out of one of her tops, which lighting on our quarter deck blew up a chest of arms and cartouche boxes, and several cartridges of powder in the steerage, by which means Mr. Vanbrugh and a Dutchman were very much burnt. After we got clear of each other, the *Duchess* stood in for the shore where she lay braced to, mending her rigging. The *Marquis* fired several shots, but to little purpose, her

¹ Rogers was the second Englishman to take the Manila-Acapulco ship, the first being Cavendish, who took the *Santa Anna* on 4th November, 1587. The third was Anson, who took the *Nuestra Senora de Cavadonga* on 20th June, 1743. Dampier made an unsuccessful attempt in the *St. George* on 6th December, 1704. (See Note on page 126.)

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guns being small. We were close aboard several times afterwards, till we received a second shot in the main mast and having our rigging very much shattered, we sheered off and brought to."

The three commanders now conferred together and agreed to abandon the fight, which had lasted six or seven hours. The *Duchess* had 20 men killed and wounded, the *Duke* 11 wounded, including Rogers, and the *Marquis* two burnt. The enemy was the *Bigonia* of about 900 tons, mounting 40 guns and 40 swivels, with a crew of 450, besides passengers. She must have received about 500 six-pounder shot in her hull, and at least two men were killed.

On arrival at Porto Seguro the *Joseph* was sent off to Acapulco with the prisoners on 1st January, 1710. Rogers states that on one occasion the *Joseph*, Henry Duck, master, was sent forty-five miles to the northward "to view the country," a fact of interest in the history of Californian exploration. The prize was fitted out and renamed the *BATCHELOR*, "in memory of a worthy person at Bristol, who was one of the principal owners."

The four ships sailed from Porto Seguro on 10th January. Rogers states that on 14th February "in commemoration of the ancient custom in England of choosing valentines I drew up a list of the fair ladies of Bristol, that were any ways related to or concerned in the ships, and sent for my officers into the cabin, where every one drew, and drank the lady's health in a cup of punch, and to a happy sight of 'em all; this I did to put 'em in mind of home."¹ On 11th March the ships anchored at Guam, where they remained until the 21st, when Rogers weighed anchor, and after calling at Buton arrived at Batavia on 20th June. Here the Dutch Governor-General was pleased to inspect and approve their "commissions as private men of war," arrangements were made for refitting the ships, and the *Marquis* was sold as being no longer seaworthy. Rogers mentions that Batavia was not "so large as Bristol, but more populous." On 23rd October the *Duke*, *Duchess* and *Batchelor* sailed from Java Head for the Cape, which was reached on 28th December. Several deaths occurred here, including Carleton Vanbrugh, whom Cooke says

¹ Compare Cowley in the *Bachelor's Delight*, Captain John Cook: "We came abreast with Cape Horn the 14th of February [1684], where we choosing of valentines, and discoursing of the intrigues of women, there arose a prodigious storm, which did continue till the last day of the month, driving us into the lat. of 60° 30' S., which is further than ever any ship hath sailed before south; so that we concluded the discoursing of women at sea was very unlucky, and occasioned the storm." (W. Hacke, *Voyages*, 1699, p. 6.)



Drake's Voyages, 1769.

Admiralty Library.

“THE LANDING OF CAPTAIN ROGERS'S MEN AT CALIFORNIA, AND THEIR RECEPTION
BY THE NATIVES.”



Ireland, Graphic Illustrations of Hogarth, 1793.

London Library.

CAPTAIN WOODES ROGERS WITH HIS SON AND DAUGHTER.

From an engraving by William Skelton after painting by William Hogarth.

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was buried on 12th February, 1711, "which was done as he desired of me, being one of his executors, in a decent manner in the churchyard, most of the English gentlemen there attending the corpse to the church, the ships firing guns every half minute as is customary on such occasions."

On 6th April they sailed from the Cape in company with 16 Dutch and 6 East India Company's ships. Cooke states that on the 23rd, "being St. George's Day and the anniversary of Her Majesty of Great Britain's coronation, the *Duke* and *Duchess* saluted each other with several cheers, drum beating, trumpets sounding, and St. George's Jack flying. In the evening gave all the men liquor to drink Her Majesty's health." The fleet arrived in the Texel on 23rd July, and on 14th October, 1711, the *Duke* and her two consorts anchored at Erith, on the completion of one of the most notable privateering voyages on record. Two silver candlesticks on the altar table of the Lady Chapel in Bristol Cathedral still remain as a relic of the enterprise. Rogers resided in Bristol after his return, and on 22nd August, 1712, Woodes Rogers, son of Captain Woodes Rogers, was baptized at St. Michael's Church, Bristol, and buried there on 25th April, 1713.¹

On 6th November, 1717, Rogers was appointed Governor of the Bahamas, and sailing from England on 11th April, 1718, in the *Delicia*, arrived at Nassau on 25th July, 1718, with a commission giving him full powers to suppress piracy, at that time very prevalent in the West Indies. In this he met with a certain amount of success in spite of very inadequate support from the home Government and the naval officers on the station. He also repelled an attack of the Spaniards, but in 1721 found it necessary to return to England to induce the Government to provide some assistance for the colony.

In 1729 Rogers went out again as Governor, and on 29th September the first General Assembly of the Bahamas met in a private house at Nassau. The bicentenary of this event, as well as the tercentenary of the founding of the colony on 30th October, 1629, by Sir Robert Heath, was officially celebrated on 31st October, 1929. Rogers died at Nassau on 15th July, 1732. The following appreciation of him is from the tercentenary number of the *Nassau Guardian*, 30th October, 1929:—

"As a patriot and Empire builder, no less than as a famous navigator, Captain Woodes Rogers ranks high amongst the early

¹ *Mariners' Mirror*, xv. 68.

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British colonial pioneers, and there is no name which should be held in greater veneration in the Bahamas to-day than that of their first Royal Governor, who made it possible for the islands to adopt as their motto, *Expulsis Piratis Restituta Commercia*, and to enter upon their second century as a fully-fledged colony of the British Empire. The inflexible faith of Rogers in the destiny of the islands will stand for all time as an inspiration and example to those who incline to pessimism, and although, unhappily, all trace of his last resting-place in Nassau has been obliterated by the ravages of time, nothing can ever efface from the pages of the colony's history the influence of his undaunted spirit and unflinching patriotism, nor dim the lustre which enshrines his memory in the hearts of all true Bahamians who appreciate the inestimable privileges which he bequeathed to them."

FOGARTH

Incidentally, Rogers was the ~~third~~ Englishman to take a ship round the world, his predecessors being Drake in the *Golden Hind* (1577-80), and Cavendish in the *Desire* (1586-88). The circumnavigations of Dampier (1679-91 and 1703-7), and William Ambrosia Cowley (1683-86) were performed haphazardly in more than one ship, and neither was in command for a whole voyage. The painting by Hogarth of Rogers with his son, William Whetstone Rogers, and his other daughter, Sarah, is dated 1729. The latter, whose date of birth is not known, died 1743, and in her will, proved same year, appointed "her cousin," Joseph Woods, executor, and left "the picture of her father, brother and herself in one frame" to Mr. Serjeant Eyre. The painting afterwards came into the possession of Samuel Ireland, who had it engraved by William Skelton, for his *Graphic Illustrations of Hogarth*, 1799. At Ireland's sale in 1801 the painting was bought by a "Mr. Vernon," but its present whereabouts, if still in existence, has not yet been traced. The fort at Nassau is depicted with a shield bearing what was presumably Rogers's motto, *Dum Spiro, Spero*.

William Whetstone Rogers, who became a member of the Council of the Bahamas, and was afterwards one of the three chief merchants of the Royal African Company, died in 1735 at Wida, Dahomey.¹

¹ For bibliography of Rogers see Hyett and Austin, *Manual of Gloucestershire Literature (Biographical Supplement)*, 1916, pt. ii. 383-5.

CHAPTER IX

EDWARD COOKE

APPARENTLY nothing is known of Edward Cooke previous to his voyage with Woodes Rogers beyond what he tells us in the Introduction to his book. Here he says:—

“The particular motives that induced me to undertake such a tedious navigation were, two misfortunes befallen me at sea not long before. The first of these was my being attacked in a galley of 20 guns, called the *Mead*, by four Dunkirk privateers, and having fought them till I had lost all my masts except the mainmast, the ship very leaky and torn with the enemy’s shot, myself and several of the men wounded and the ship’s quarter set on fire, I was taken by them after endeavouring to run ashore, which they prevented by keeping between me and the land, being within a mile of Beachy Head. I was carried to Havre de Grace where the French treated me with extraordinary civility, the Hospital doctors took great care of me and as soon as recovered the Government sent me by land to Calais and three months after got liberty of the commissary to come for England in the first transport.

“At my return to London, Richard and John Mead Esqs., my friends and chief owners, received me kindly and gave me the command of another galley of 20 guns just built at Bristol, in which I sailed for the Straits bound for Leghorn, and near Oran maintained a running fight from noon till the evening with a French man of war of about 50 guns, but another coming up at that time I thought it was madness to withstand them both; and seeing no possibility of saving the ship, struck and went aboard the *Guastalla*, Captain de Cray, Commander, who received me with singular courtesy, promised me I should have all my money and clothes restored, and desired I would command anything I stood in need of, with the same freedom as if I were aboard my own ship. I delivered him my commission which he returned, saying I did not deserve to lose it. These two ships were taken from me in less than eight months, being myself concerned a considerable part in each, both

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as to ship and cargo. Several ships were offered me at my return home : but considering the great hazard I must run, if concerned again, the sea swarming with privateers, I resolved to try another way of recovering my past losses and being acquainted with Alderman Batchelor and several other gentlemen that were owners of the *Duke* and *Duchess* I promised to go in one of those ships and proceeded accordingly."

Cooke thereupon joined the *Duchess* as second captain, and served in her until appointed commander of the *Marquis*, 20 guns, on 9th July, 1709. On the sale of that ship at Batavia in October, 1710, he returned to the *Duchess*. On his arrival in England Cooke wrote *A Voyage to the South Seas*, published in 1712, and dedicated to Robert Harley, Earl of Oxford. The author describes his book as "the product of many toils and dangers, run through to serve my country, which cannot fail of being acceptable to so great a patriot. I present a voyage round the world, principally intended to reap the advantages of the South Sea Trade, whereof your lordship is the patron and which proved successful in the plundering of Guayaquil. . . . Nor is this the only advantage of our attempt, having improved the knowledge of those seas and coasts ; not only by our own experience, but by bringing home the Spanish manuscript coasting pilots, taken on board their ships, being the only accounts to be relied on, by such as shall hereafter sail into those parts, all our adventurers having barely touched at some few places and never so much as seen the most ; whereas these are descriptions approved by the constant practice of about 200 years that nation has been trading to all the ports along that coast." He begs his patron "to cast a transient glance on the endeavours of one whose highest aim is to be serviceable to his country, and consequently acceptable to your lordship, who is the promoter of its true interest." The information brought back probably contributed to the incorporation of the South Sea Company in 1711, and John Harris in his *Voyages*, 1744-48, says : "I might perhaps go too far should I assert that this voyage gave rise to the South Sea Company, but this much I can safely say, that the success of this voyage was what the patrons of the Company chiefly insisted upon in their defence, when the plan of it was attacked as insufficient and chimerical."

Cooke's book was the first to give an account of Alexander Selkirk, the prototype of *Robinson Crusoe*, and is as follows : "1st February. In the morning tacked and stood to the westward ; but the wind shrinking and blowing off the island in squalls, could not get in till

eight in the evening, when having little wind we rowed and towed into the great bay and came to an anchor in 50 fathom water with our best bower, carrying our stream anchor into the shore. All this day had a clear ship, hoping to get some purchase but saw no vessel, only one man ashore with a white ensign, which made us conclude that some man had been left there by some ship, because the island is not inhabited. The *Duke's* boat went ashore and found one Alexander Selkirk, who had been formerly master of the *Cinque Ports* galley, an English privateer in those parts; and having some difference with the captain of the said ship and she being leaky, he left the said Captain Stradling, going ashore on this island, where he continued four years and four months, living on goats and cabbages that grow on trees, turnips, parsnips, etc. He told us a Spanish ship or two which touched there, had like to have taken him and fired some shot at him. He was cloathed in a goats skin jacket, breeches and cap, sewed together with thongs of the same. He tamed some wild goats and cats whereof there are great numbers."

Cooke says this "short hint" was sufficient to raise "the curiosity of some persons to expect a more particular relation of his manner of living in that solitude," and his second volume gives a much longer account. Rogers's book contains the third and best-known narrative of Selkirk, and in a memorandum printed in the first edition the author says: "Since I advertised publishing this book, the booksellers have thought it their interest to hurry out a Continuation of Cooke's Voyage, in which they have attempted at the views of several harbours and sights of land in the South Seas; which tho not done so effectually as I intended in mine, yet it has prevented my intention of engraving the harbours, which on second consideration, may at a proper time be better published separate in a coasting pilot for that trade." Rogers received £40 for his book, and the publishers paid £10 to a "Mr. Ridpath for correcting Rogers's voyage," which proves that it underwent some literary revision.¹

Cooke refers to the buccaneers as "a hellish company," and in a summary of Pacific voyages mentions the early attempts of Drake and Cavendish, "performed under lawful commissions in time of open war; next follows piratical enterprises, which ought rather to have been buried in oblivion, being contrary to all justice; but having been made known to all the world, must have a place among the others." His book also contains many observations on natural history, and he states that on

¹ W. Tyson, *Bristolia*, quoting Nicholls, *Literary Anecdotes*, viii. 301.

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one occasion they shot a tropic bird "and had it drawn," and that some of the toads at Guayaquil were "as big as an English twopenny loaf."

Stephen Courtney, commander of the *Duchess*, and part-owner, described by Cooke as "a man of birth, fortune and very amiable qualities," commanded the *Resolution*, letter of marque, in 1703. Latimer has the following reference to him: "In the *London Gazette* of 5th July, 1715, Mr. Pyne, the Bristol postmaster, undertakes to pay two guineas and expenses for the recovery of Captain Stephen Courtney's negro aged about 20, 'having three or four marks on each temple and the same on each cheek.' Nothing perhaps better indicates the distance which separates us from the reign of George I than the fact that the postmaster of Bristol was the agent employed to recapture a slave living in Bristol, and that this fact was published in the official organ of the Government."

NOTE.

THE MANILA-ACAPULCO SHIPS.—The Spanish trade across the Pacific to the Philippines is referred to by John Chilton, an Englishman who arrived in Mexico in 1568. The following year he visited the port of Navidad, 66 leagues from Mexico. "In which port arrive, always in the month of April, all the ships that come out of the South Sea, from China and the Phillipines; and there they lay their merchandise ashore; the most part whereof is mantles made of cotton wool, wax, and fine platters gilt made of earth, and much gold." (Beazley, *Voyages and Travels*, i. 268.) Here Cavendish arrived on 13th August, 1587, and burnt two ships on the stocks. His prize, the *Santa Anna*, "was one of the richest vessels that ever sailed on the seas." At Porto Seguro "we laded our own two ships with 40 tons of the richest merchandise, and burnt all the rest, as well ship as goods to the quantity of 600 tons of rich merchandise: because we were not able to bring it away." (*Idem*, i. 288.) Woodes Rogers states that in his time Acapulco was "the chief mart of the South Sea, and port for China," but "that except when the two ships come yearly from Manila to Acapulco, they have little commerce in this sea." He was told by prisoners "that the Manila ship did often return from Acapulco, with 10 millions of dollars each in a voyage; and the captain, whom they call general, seldom got less than 150 or 200,000 pieces of eight," a piece of eight being about four shillings and sixpence.

Anson's prize had on board 1,313,843 dollars besides 35,682 ounces of silver, with merchandise. (Laird Clowes, iii. 323.) Drake's prize at the time of her capture in March, 1579, was bound from Lima to Panama. She was the *Nuestra Senora de la Concepcion*, nicknamed the *Cacafuego* ("Spitfire"), and had on board 13 chests of pieces of eight, 80 pounds of gold, and 26 tons of silver, besides jewels and plate. (Corbett, *Drake and the Tudor Navy*, i. 275.)

CHAPTER X

THOMAS DOVER

THOMAS DOVER, son of John Dover,¹ and Elizabeth, daughter of Thomas Vade, was baptized at Barton-on-the-Heath in Warwickshire on 6th May, 1662. He first went to Oxford and matriculated at Magdalen Hall on 1st December, 1680, obtaining his degree of B.A. in 1684. At the end of six years he transferred to Cambridge, entering at Gonville and Caius College in 1686, and graduating as M.B. in 1687.

Dover married soon after leaving Cambridge, though little is known of his wife except that her name was Joanna, and that she was buried at Barton on 27th April, 1727. He afterwards studied medicine in London with the celebrated physician Thomas Sydenham, with whom he lived and who cured him of small-pox. The year in which Dover first came to Bristol has not been ascertained, but in 1696 he is mentioned as "the first medical man who gratuitously offered his services on behalf of the poor under the care of the guardians of this city," and for this he deserves the grateful remembrance of Bristolians. Dover refers to this time in his book entitled *The Ancient Physician's Legacy to his Country*, first published in 1732, in which he says: "About fifty years since, the fever raged so much in Bristol, that I visited from twenty-five to thirty patients a day for a considerable time, besides their poor children taken into their workhouse, where I engaged myself for the encouragement of so good and charitable an undertaking, to find them physick and give them advice at my own expense and trouble for the first two years. All these poor children in general had this fever, yet no more than one died out of the whole number which was near two hundred." The workhouse still exists as St. Peter's Hospital.

In 1708 Dover appears as one of the owners of the *Duke* and *Duchess* and second captain of the *Duke*. He was also captain of marines and president of the council with two votes, but Rogers states "he was but

¹ Born at Saintbury, Glos.; said to have served as a captain under Prince Rupert, but his name is not found in contemporary army lists.

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third in command in other respects, according to the instructions given me by our employers." His name is first on all the minutes of the council printed by Rogers, but otherwise he has little to say about him. When at Juan Fernandez on 1st February, 1709, Dover was the first to go ashore, but he did not bring off Selkirk, who joined the *Duke* in the other boat which had been sent to look for Dover.

After the Guayaquil expedition had been decided on, Rogers states that "Captain Courtney and I being willing to compliment our president Captain Dover, agreed that he should have the preference in command at our landing; being a considerable owner in our ship, he had an equal third part of the men under his command whilst ashore; we were afterwards to take it in turns." In the two "councils of war" which were held Dover took the side of caution, and when the attack was made he insisted that Rogers should bear the sole responsibility. Soon after their departure from Guayaquil, on 8th May, Captain Courtney and many of the men in both ships were laid up with a "malignant fever." Dover gives the treatment he adopted in the *Ancient Physician*. Each man was bled in both arms so that about 100 ounces of blood was taken from him, and he was then given a dose of diluted sulphuric acid to drink. Although as many as 140 men are reported to have been sick on 17th May, and the malady proved to be plague, only about a dozen men are recorded as having died, which reflects great credit on Dover and his medical staff.¹

On 10th October, when at the Tres Marias, Dover transferred to the *Duchess*, it being "his own choice to do so," and although Rogers does not mention a quarrel, it is probable that at this time they were not on very friendly terms. At Porto Seguro, when the three ships went out to engage the *Bigonia*, Dover remained in harbour to look after the prize, and on the latter being fitted out, he was appointed to command her by the majority of a council held on board the *Duke* on 6th January, 1710. This was opposed by Rogers and the officers of the *Duke*, excepting Dampier, and a protest was drawn up in which Dover is described as being "utterly incapable of the office." Cooke states that "at this time we had several hot disputes about appointing a commander for the Manila ship, a prize of considerable value, Captain Dover, being an

¹ The surgeons of the *Duke* were: James Wasse, chief surgeon; Samuel Hopkins, Charles May and John Lancy, surgeon's mates. John Ballet, when he sailed in the *Duke* was "rated third mate, but designed surgeon, if occasion."



A. P. Simms, Chipping Norton, photo.

STANWAY HOUSE.
Residence of Captain Thomas Dover.



W. Dennis Moss, Cirencester, photo.

STANWAY CHURCH.
Burial-place of Captain Thomas Dover.

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owner, desired he might command her. Captain Rogers and several officers of the committee voted that myself or Captain Fry should command her ; but having a ship already, I voted against it and proposed together with Captain Courtney and several of our officers that it would be for the interest of the whole that Captain Dover should command." It was finally decided that Dover should be appointed "chief captain" with Fry and Stretton as "captains," equal in rank and exempt from any interference from the chief captain in "navigating, sailing and engaging." The *Batchelor*, mounting 20 guns and 20 swivels, with a crew of about 110 men, and Alexander Selkirk as master, eventually arrived safely in the Thames.¹

Nothing is known of Dover for the next few years, but in 1721 he was living at Cecil Street in London, and on 30th September of that year he was admitted a licentiate of the College of Physicians. He practised medicine in London until 1728, when he left, but returning three years later, lived in Lombard Street and used to see his patients daily at the Jerusalem Coffee House. In 1732 Dover published *The Ancient Physician*, which was dedicated to his friend Robert Tracy of Stanway, Gloucestershire. In this he advocates the use of mercury for almost every complaint, and explains why he was known as "the quick-silver doctor." One of his prescriptions called "Dover's Powder" is still sold by chemists. In the introduction Dover says: "If travelling be necessary to make an accomplished physician, I am very sure that I have travelled more than all the physicians of Great Britain put together," and recommends them to "take a trip to Hungary and see the mines." He was also a believer in cold baths, which he hoped would "grow as universal as inoculation." His book excited much controversy, but it was translated into French in 1734, and reached an eighth edition in 1771.

Dover spent the latter part of his life with his friend Tracy at Stanway House, about twelve miles north-east of Cheltenham, now the residence of the Earl of Wemyss and March. He died there in 1742, and was buried on 20th April at his own request in the Tracy vault beneath the altar of the church where Tracy himself was buried in 1767. Owing to structural alterations the vault has disappeared, and there are no memorials to either Dover or Tracy. There has been much confusion

¹ The other officers were : Joseph Smith, chief mate ; Benjamin Parsons, second mate ; Charles May, surgeon ; James Stretton and Richard Hickman, midshipmen.

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between Thomas Dover and his grandfather, Robert Dover, born 1575, the founder of the Cotswold Games. The latter was buried at Barton on 24th July, 1652, as is proved by the register. In the churchyard near the north wall of the chancel of Barton Church there is a tombstone with an almost illegible inscription to "William Sands, who sailed round the World with Dr. Dover; died age 38, 1727."

Thomas Dover's elder brother John, born 1644, attained some reputation as a dramatist, and died in 1725 as Rector of Drayton near Banbury, Oxfordshire, where there is a monument to his memory. Samuel Hopkins, apothecary and lieutenant of marines in the *Duke*, was the son of Thomas Dover's sister Mary, and died on 14th May, 1709. Rogers says: "He read prayers once a day ever since we passed the equinox in the North Sea; he was a very good tempered sober man, and very well beloved by the whole ship's company." Thomas Dover had four daughters, of whom the first two were twins baptized at Barton in 1688 and who died young; a third daughter, Elizabeth, married John Opie, and died without issue; the fourth daughter, of whom there are many descendants, married John Hunt.

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CHAPTER XI

WAR OF THE QUADRUPLÉ ALLIANCE, 1718-1720

THE Allies were Great Britain, France, Holland and the Empire against Spain.¹ The Spanish fleet under Castaneta was defeated by Admiral Sir George Byng off Cape Passaro on 11th August, 1718. Instructions for privateers were issued on 16th December, 1718,² followed the next day by a formal declaration of war. Hostilities ceased in February, 1720. The following ships are in chronological order of declarations.

	Tons.	Guns.	Men.	L.M.D.	Commander.
ISAAC	230	14	32	22.5.1719.	Thomas Vaughan. Robert Hitchcock.
DESIRE	150	12	30	16.6.1719.	Arthur Ballard. William Hart, Francis Colston, Thomas Bowles, Fownes Fitzherbert.
FRIENDSHIP sloop	80	8	30	3.7.1719.	Thomas Millard. William Hart, Francis Colston, Thomas Bowles, Fownes Fitzherbert.
CADOGAN	170	18	26	3.7.1719.	William Weston. John Edwards, sole owner.
SPRINGET galley	140	12	24	5.8.1719.	William Turner. John Fry, sole owner.
SHEFFIELD galley	180	15	40	12.8.1719.	William Osborne. John Perkins.
CORSLEY galley	200	16	32	20.8.1719.	John Hancock. Philip, William and Thomas Freke, John Corsley.
KING WILLIAM galley	180	10	30	10.11.1719.	Joseph Ruddock. Sir Abraham and Jacob Elton, Matthew Goddard, Andrew Ruddock, Captain Philip Harris.
PHINEAS galley	100	8	18	21.11.1719.	William Arnold. Thomas Bowles, sole owner.

¹ Laird Clowes, iii. 40.

² Marsden, *Law and Custom of the Sea*, ii. 425.

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	Tons.	Guns.	Men.	L.M.D.	Commander.
JAMES galley . .	250	12	30	26.11.1719.	Jacob Smith. William Hart, James Smith, Charles Ireland.
ELTON galley . .	200	16	32	19.1.1720.	Henry Skillicorne. Jacob Elton, sole owner.

It is probable that the *Cadogan* is the same vessel to which Captain Johnson refers in his account of the careers of the pirates Howel Davis and Edward England. The former "born at Milford in Monmouthshire [*sic*] was from a boy brought up to the sea. The last voyage he made from England was in the *Cadogan* snow of Bristol, Captain Skinner, bound for the coast of Guiney, of which snow Davis was chief mate. They were no sooner arrived at Sierra Leone on the aforesaid coast, but they were taken by the pirate England."

Soon afterwards the master of the *Cadogan* "was inhumanly murdered by some of the crew, that had lately been his own men and served in the same vessel. It seems some quarrel had happened between them, so that Skinner thought fit to remove these fellows on board of a man-of-war, and at the same time refused them their wages; not long after they found means to desert that service, and shipping themselves aboard a sloop in the West Indies, was taken by a pirate and brought to Providence, and sailed upon the account along with Capt. England. As soon as Skinner had struck to the pirate, he was ordered to come on board in his boat, which he did and the person that he first cast his eye upon, proved to be his old boatswain, who stared him in the face like his evil genius and accosted him in this manner, 'Ah, Capt. Skinner, Is it you? the only man I wish to see, I am much in your debt, and now I shall pay you all in your own coin.' The poor man trembled in every joint when he found into what company he had fallen, and dreaded the event as he had reason enough so to do, for the boatswain, immediately called to his consorts, laid hold of the captain and made him fast to the windlass, and there pelted him with glass bottles, which cut him in a sad manner; after which they whipped him about the deck, till they were weary, being deaf to all his prayers and entreaties, and at last, because he had been a good master to his men, they said he should have an easy death and so shot him through the head. They took some few things out of the snow, but gave the vessel and all her cargo to Howel Davis, the mate and the rest of the crew. After the death of Capt. Skinner, Davis pretended that he was mightily solicited by England to

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engage with him ; but that he resolutely answered, he would sooner be shot to death than sign the pirate's articles. Upon which England pleased with his bravery, sent him and the rest of the men again on board the snow, appointing him captain of her, in the room of Skinner, commanding him to pursue his voyage. He also gave him a written paper sealed up, with orders to open it when he should come into a certain latitude, and at the peril of his life follow the orders therein laid down. This was an air of grandeur like what princes practice to their admirals and generals. It was punctually complied with by Davis, who read it to the ship's company ; it contained no less than a generous deed of gift of the ship and cargo to Davis and the crew, ordering him to go to Brasil and dispose of the lading to the best advantage and to make a fair and equal dividend unto the rest. Davis proposed to the crew, whether they were willing to follow their directions, but to his great surprise, found the majority of them altogether averse to it, wherefore in a rage, he bade them be damned and go where they would. They knew that part of their cargo was consigned to certain merchants at Barbadoes, wherefore they steered for that island. When they arrived, they related to these merchants the unfortunate death of Skinner and the proposal which had been made to them by Davis ; upon which Davis was seized and committed to prison, where he was kept three months ; however, as he had been in no act of piracy, he was discharged without being brought to trial, yet he could not expect any employment there ; wherefore knowing that the island of Providence was a kind of rendezvous of pirates, and he was resolved to make one among them, if possible, and to that purpose, found means of shipping himself for that island ; but he was again disappointed for when he arrived there, the pirates had newly surrendered to Capt. Woodes Rogers, and accepted the act of grace, which he had just brought from England."

It is said that England commenced his piratical career and " sailed to Africa " after the arrival of Woodes Rogers at Nassau on 25th July, 1718, so it is therefore probable that the above events took place in the latter part of that year. The ex-chief mate of the *Cadogan* was eventually " shot in the bowels," by the Portuguese in West Africa, but died " like a game cock," shooting two of his assailants as he fell. England is last heard of in Madagascar, and his ultimate fate is not known.

* * * * *

Although not connected with the War of the Quadruple Alliance, it

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is interesting to note that Johnson records that on one occasion a Bristol ship was fitted out at Barbadoes to attempt the capture of the well-known pirate Captain Bartholomew Roberts, who was killed on 10th February, 1722, when his ship, the *Royal Fortune*, was engaged and taken by H.M.S. *Swallow*, Captain Challoner Ogle.

Bartholomew Roberts arrived in the West Indies from Africa and Brazil about April, 1720. When off Barbadoes, he fell in with a Bristol ship of 10 guns, on her voyage out, which was plundered, detained three days and then released; "being bound for the abovesaid island, she acquainted the Governor with what had happened, as soon as she arrived. Whereupon a Bristol galley that lay in the harbour, was ordered to be fitted out with all imaginable expedition, of 20 guns and 80 men, there being then no man-of-war upon that station, and also a sloop of 10 guns and 40 men. The galley was commanded by one Captain Rogers of Bristol and the sloop by Captain Graves of that island, and Captain Rogers¹ by a commission from the Governor was appointed Commodore. The second day after Rogers sailed out of the harbour, he was discovered by Roberts, who knowing nothing of their design, gave them chase. The Barbadoes ships kept an easy sail till the pirates came up with them, and then Roberts gave them a gun, expecting they would have immediately struck to his piratical flag, but instead thereof, he was forced to receive the fire of a broadside, with three huzzas at the same time; so that an engagement ensued, and Roberts being badly put to it, was obliged to crowd all the sail the sloop would bear, to get off. The galley sailing pretty well, kept company for a long while, keeping a constant fire, which galled the pirate; however, at length by throwing over their guns and other heavy goods, and thereby lightening the vessel, they, with much ado, got clear; but Roberts could never endure a Barbadoes man afterwards, and when any ships belonging to that island fell in his way, he was more particularly severe to them than others."

¹ Not Woodes Rogers, who at this time was Governor of the Bahamas. The various histories of Barbadoes do not mention this incident.

CHAPTER XII

WAR OF THE AUSTRIAN SUCCESSION, 1739-1748

ONE of the causes of this war was a long series of outrages by the Spaniards on British ships dating from as far back as 1728. Orders for reprisals were at last issued on 10th July, 1739, followed by instructions for privateers on the 20th. Great Britain declared war on 23rd October and Spain on 28th November.

The newspapers now first become available, and the following notes are compiled from the *Bristol Oracle and Country Advertiser*, 1742-48, supplemented by the declarations in the Public Record Office. On a privateer fitting out, it was customary for the owners to insert an advertisement in the papers giving particulars of the ship and naming places of rendezvous at which men wishing to join could apply. One or two of these are given as examples, but they are all much the same in form for this and the two succeeding wars. There are also many advertisements of the sale of prizes and cargoes, and notices of the payment of prize-money.

France having declared war on 4th March, 1744, new instructions for privateers were issued on the 29th. On 3rd April a proclamation "for the encouragement of privateers," similar to that of 1702, was issued. This had the desired effect, and the *Oracle* of 7th April states that "several privateers are fitting out with the utmost expedition by the merchants of this city, to cruise on the French and Spaniards, being greatly encouraged thereto by his Majesty's late declaration that the sole interest and property in every prize shall be vested in the captors." Latimer says that "the mercantile interest, having lost many vessels, thought it advisable to take active steps in self-defence, and started a subscription for fitting out an additional fleet of armed cruisers, and 90 Bristolians at once offered £100 each." On 18th June new instructions for privateers were issued against France and Spain. The following is a summary of the most notable exploits during the war.

From 1739 to 1742 the *Princess Augusta* is credited with four successful actions with the Spaniards, for which her commander, Charles

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Gwynn,¹ received a reward from the Admiralty. In 1743 the *Vernon* frigate was taken after a defence in which her commander, Captain James, was mortally wounded.

In 1744 the *Vulture*, Captain Bromedge, cut out two ships from under the guns of a fort at Muros in Spain, and the *Trial*, Captain Woods, made a single-handed attack on five French ships, of which she captured three. The most important prizes were two whalers taken by the *Prince Charles* and the *Prophet Elias* taken by the *Lion*. The *Vulture*, *Mediterranean*, and *Lion* were all taken after hard-fought actions.

In 1745 the *Trial*, Captain Connor, took the *Santa Zerriaco*, with supplies for the Jacobite Rebellion, the *Sheerness* brought in the *Fière* and *Renard*, and the privateer *Entreprenant* was taken by the *Dursley*. The *Queen of Hungary*, Captain Engledue, fought two actions with privateers and was then taken by a French squadron. The *Sheerness*, Captain Furnell, in company with the Dartmouth privateer *Boscawen*, Captain Walker, took five out of eight French ships, for which the two commanders received a congratulatory letter from the Admiralty. The *Salisbury*, *Tuscany* and *Bristol* were all captured by the enemy. It was also in this year that the London privateers *Prince Frederick* and *Duke* arrived with two very rich French prizes. (See *Vulture*.)

In 1746 the *Alexander* recaptured H.M.S. *Solebay*, for which her commander, Samuel Phillips, received a reward from the King; the *Rover* and *North Cape* were taken, and the *Hannibal* was sunk by a French squadron after a stout resistance.

In 1747 the *St. Philip*, valued at £30,000, was brought in by the *Blandford*, Captain Stonehouse, who was mortally wounded in the action. The *Blandford*, Captain Seix, after taking the privateer *Comte de Noailles*, was herself captured by the *Grand Granoth*. This ship was the subject of a ballad, not so well known to Bristolians as that of the *Angel Gabriel*. The *Tiger* took the famous Spanish privateer *Nuestra Senora Vegonia*,² for which Captain Seix received a presentation of plate, and the *Royal Hunter*, after beating off an enemy privateer, was wrecked on the Nash.

In 1748 the *Constantine*, Captain John Read, took three French ships in the Malta Channel, the *Levant* was taken by the *Grand Bigonia*, and the *Tiger* brought in the *Santa Theresa*, worth £40,000.

Privateers belonging to other ports which fitted out in Bristol are

¹ Captain Gwynn died at Frenchay, 22nd November, 1772.

² Also called *Grand Bigonia* and *Grand Bayone*.

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not treated of here. These include the *Boscawen* of Dartmouth, Captain George Walker, 1745; the "Royal Family" privateers of London (*King George*, Commodore George Walker; *Prince Frederick*, Captain Hugh Bromedge; *Duke*, Captain Edward Dottin; and *Princess Amelia*, Captain Robert Denham), sailed from Kingroad on 28th April, 1746; and *Hardwicke* of London, Captain Thomas Smith, 1748. Full information will be found in *Voyages of Commodore Walker*, 1928 edition, edited by Mr. H. S. Vaughan, for Cassell's "Seafarers' Library."

H.M.S. *Hastings* is said by Nicholls to have been "purchased in February, 1745, by four Bristol merchants and fitted out as a privateer."¹ She was a 40-gun ship launched in 1714, and sold on 27th September, 1744, for £301, but not taken away. She was put up again and sold on 1st October, 1745, for £245. No further reference has been found to this ship, but her name might have been changed.

The *Foxhunter*, stated by Nicholls to have been "a Bristol built ship," is proved by her declaration dated 10th November, 1739, to have belonged to Yarmouth. She was a vessel of 250 tons, 20 guns and 32 men, commanded by John Dodd Bonell. In July, 1742, it was reported that the *Foxhunter*, Captain Brown, had been taken and carried into Vigo.

The *Oracle* of 30th April, 1748, quoting the *Whitehall Evening Post*, states that 2,528 prizes were captured between 31st March, 1744, and 1st April, 1748, and the numbers for each year, taken by King's ships and privateers, were as follows:—

<i>Year.</i>	<i>King's Ships.</i>	<i>Privateers.</i>	<i>Total.</i>
1745 . . .	409	286	695
1746 . . .	304	288	592
1747 . . .	244	277	521
1748 . . .	505	215	720
	<hr/> 1,462	<hr/> 1,066	<hr/> 2,528

The following ships are in alphabetical order; owners all "of Bristol" unless otherwise stated.

ALEXANDER. 320 tons. 24 guns. 250 men.

Owners: Isaac and Henry Hobhouse, Thomas Jones, Henry West, Thomas Holmes, James Banister; declaration 13th August, 1745, by Captain Samuel Phillips.² This ship is famous for the recapture of

¹ *Bristol: Past and Present*, iii. 306.

² See Appendix H, p. 354.

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H.M.S. *Solebay*, which is thus described in the *Country Advertiser* of 26th April, 1746 :—

“On the 21st April the *Alexander* arrived in Kingroad with two prizes, a brig and a snow, homeward bound from Martinico, and the *Solebay*, man of war, which he cut out of St. Martin’s Road and brought off with 215 men and a great quantity of bale goods on board, being intended as convoy to some ships bound to Martinico. The particulars of this affair, which is one of the boldest and best conducted actions we have heard of during the war, are as follows : Captain Phillips, having on the 10th inst. parted with his two prizes off Belleisle, in chase of other ships, the last of which proving a Scotchman, brought him within sight of two sail, which he took to be merchantmen off St. Martins, to whom he also gave chase and came up with just as they were entering that road. Captain Phillips after taking a distinct view of the place and seeing there were no other ships of war in the road, resolved to attack them, but not having sea room to engage, thought proper to let them come to an anchor. His men unwilling to embark in such a hazardous enterprise were generally unwilling to go on, but being encouraged by the captain and made sensible that the undertaking was safe and feasible, at last consented. Captain Phillips having made the proper dispositions, stood into the road under French colours but, being to attack to windward, was obliged to make two or three tacks before he could come up with the largest of the two ships, being the prize he aimed at. When up, the captain ordered to grapple and board her on the bow and threw in 50 men each armed with a pistol, poleaxe and cutlass, and at the same time gave them two vollies of small arms from the *Alexander*, which put the enemy into great confusion and obliged them to retire down under the quarter deck, where having arms at hand they began to fire briskly upon the *Alexander’s* men, which the captain perceiving, jumped down on the main deck and ordered five guns to be fired into them, which did good execution and so terrified them that they immediately surrendered.”

On 29th April Captain Phillips was called before the Lords of the Admiralty. He told them there were about 100 sail of ships at anchor in the road when he boarded the *Solebay*, “athwart the bowsprit, sword

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in hand, and cut her out about 3 p.m. Said the wind was S.S.W., which was fair for running in and coming out. The *Solebay* had 230 men and he had but 140; that they kept a very bad look-out, and as soon as he boarded her they were forced to fly from their quarters; that they killed 15 of her men and he had lost but three; that she is still called the *Solebay*, and that the French have made no other alteration in her than lengthening the quarter deck. The Lords asked him what he thought the two Martinico ships he had taken were worth; he answered £8,000 or £9,000. Told the Lords that he was to be heard of at Lloyd's Coffee House and then withdrew."¹

The inscription on the print states that Captain Phillips brought his crew "to a hearty resolution of attacking" the *Solebay* "by persuasion, arguments and extraordinary encouragements," and "accordingly after a short, but very vigorous attack upon her decks, and the discharge of a broadside of cannon which passed thro' her upper works, she struck." The *Solebay* mounted 28 guns and was commanded by M. Poulconq, Knight of the Order of St. Louis.²

On 2nd May Captain Phillips was introduced to King George II, "who was graciously pleased to receive him with particular marks of favour, to commend his bravery and to admit him to the honour of kissing his hand." He also ordered that Captain Phillips should be rewarded with 500 guineas and a gold medal.³ Declaration 22nd January, 1747, by Captain Robert Leigh; Valentine Powell, lieutenant.

Prize-money for the *Solebay* with *La Veuve* and *La Dianne* was paid in July, 1747, and the *Oracle* of 3rd October reports that "Captain Phillips, commander of the packet lately arrived from Jamaica, was attacked soon after he left that island by a French privateer, whom he soon obliged to run and drove ashore on the east end of Cuba, where he battered her for some time, then sent his boat on board, plundered her, brought away the captain's commission and then sunk her. This is the brave Captain Phillips of this city, that cut out the *Solebay*."

¹ Commander E. P. Statham, R.N., *Privateers and Privateering*, 1910, p. 96. This is a general work dealing with British, American and French privateers.

² The *Solebay*, 20, Captain Thomas Bury, was taken by de Rochambeau on 6th August, 1744. See plate after a painting by Samuel Scott in *Mariners' Mirror*, xi. 24.

³ Laird Clowes, iii. 282.

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BLANDFORD. 380 tons. 26 guns. 16 swivels. 240 men.

Owners : Michael Miller, Jarrit Smyth, Isaac Edwards and Patrick Campbell ; declaration 9th October, 1745, by Captain George Stonehouse. In February, 1746, the *Blandford* returned with a prize, and on her next cruise, in May, retook a sloop bound from Virginia to London. Two of her prizes were the *Sanspareil* from Martinique and the *Victory* from Toulon, for which prize-money was paid in July. In August she brought in another prize, and later in the year took the French privateer *Lévrier* of Bayonne, afterwards lost on the coast of Portugal. In October a prize was taken which was ransomed for £1,100, and in December the *Blandford* arrived in Kingroad with the *Postillion* ; another prize, the *Priape*, having been taken into Milford.

On 22nd January, 1747, the *Blandford* arrived from Milford with a very rich prize, the *St. Philip*, valued at £30,000. "The captain, whose leg was shattered by a ball in the engagement, was obliged to have it cut off, but we hear, is in a fair way of doing well." The *Oracle*, however, records the death of Captain Stonehouse on 1st February, "whose leg was cut off whilst on board at Milford, owing to an obstinate resolution, not to go ashore but to return with his prize to Kingroad. The operation was well performed and the captain in a fair way of doing well, but the ship's motion in a rough passage having disconcerted the bandage and set up a fresh bleeding, he was obliged to undergo after his arrival a second operation which proved fatal. He was interred privately and in regard to his merit and services his pall was supported by the principal owners of the privateer, who willingly paid that last testimony of their respect to the memory of a brave man and worthy commander."

Captain Stonehouse is commemorated in the following ballad, entitled :—

A NEW SONG ON THE BLANDFORD PRIVATEER.

Ye seamen who've a mind to go in pursuit of new adventures,
Repair on board the *Blandford*, with Captain Stonehouse enter,
Who cruising goes to meet his foes, such pastime sure must please us,
We'll prizes make of all we take ; this will to fortune raise us.

Here is our chief encouragement, our ship belongs to Bristol,
Poor Londoners when coming home, they surely will be press'd all :
We've no such fear when home we steer with prizes under convoy,
We'll frolick round all Bristol town, sweet liberty we enjoy.



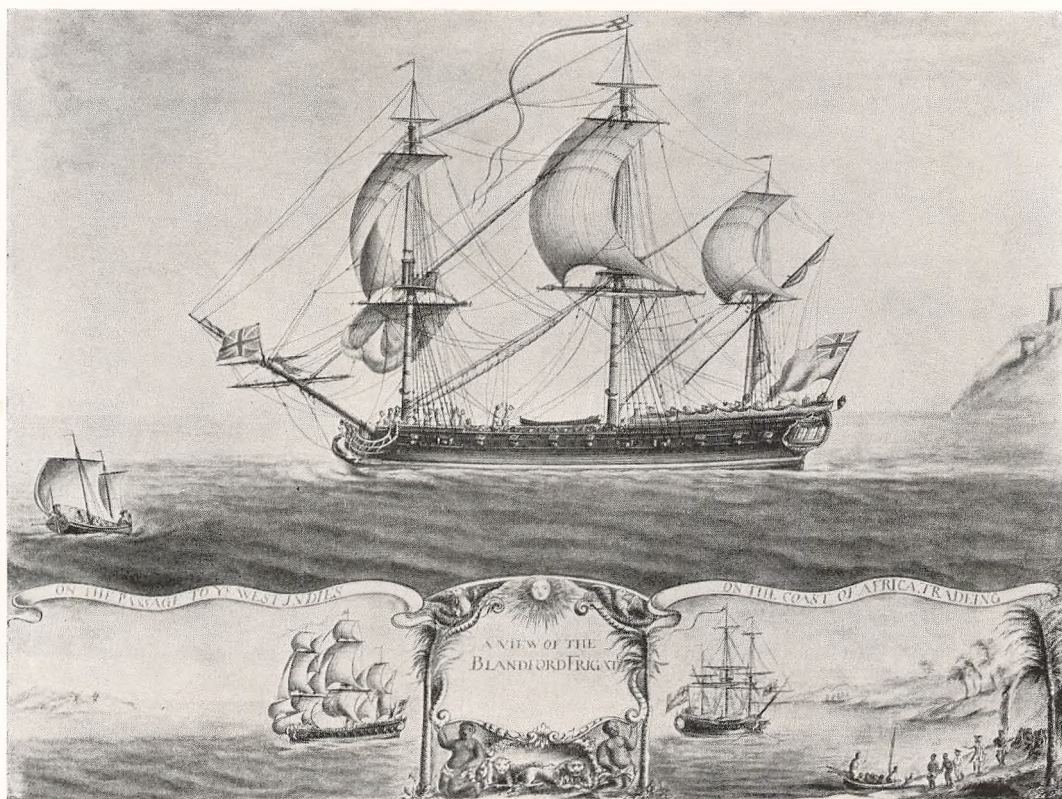
Published by T. Bakewell, 25.2.1747.

Bristol Museum.

3 1 5 6 2 4 7 8 10 9

THE CUTTING OUT OF THE SOLEBAY BY THE ALEXANDER, CAPTAIN SAMUEL PHILLIPS,
OFF ROCHEFORT, 10TH APRIL, 1746.

1. The ALEXANDER going in.
2. The SOLEBAY going in.
3. Ships under convoy.
4. A Scotchman laden with tobacco.
5. The SOLEBAY to an anchor in the harbour.
6. The ALEXANDER boarding her on the bow.
7. The SOLEBAY.
8. The ALEXANDER alongside of her firing.
9. The ALEXANDER coming out and firing at the merchant ships that lay in ye harbour.
10. The SOLEBAY coming out.



Bristol Museum.

THE BLANDFORD.

380 tons, 26 guns, 240 men.

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Why should we here our time delay, in London void of pleasure,
Let's haste away to Biscay Bay, and ransack there for treasure.
Here we must creep and play bo-peep, to shun the damn'd press masters,
We live in strife, even die in life, confin'd by catch-pole bastards.

A health to Captain Stonehouse, success attend the *Blandford*,
Five guineas is advanced us, come then let us enter on board ;
With the *Blandford's* guns we'll smoak the Dons, their ragged staff we'll humble,
Jack Frenchman too shall cry morbleu, we'll give them cause to grumble.

Come fill your flowing glasses, let us drink and be merry ;
Take leave of all your lasses, we can no longer tarry ;
Girls, never fear, ye soon shall hear of the *Blandford's* safe arrival,
To Bristol town then haste ye down, your sweethearts to revive all.

Declaration 27th February, 1747, by Captain James Seix. Early in April the *Blandford* took the privateer *Comte de Noailles*, of 22 guns and 240 men, after a stout resistance, in which the latter lost 37 killed and 39 wounded, the *Blandford* having 4 killed and 22 wounded. Six days afterwards on her way to Bristol with the prize "she fell in with the *Grand Granoth* of Granville, 40 guns and 480 men, which engaged the *Blandford* for four hours, during which time the prize gave no assistance, and the *Deux Couronnes* of St. Malo, 24 nine and six-pounders with 280 men, coming down, she endeavoured to escape, but being so shattered in her rigging and sails, the *Deux Couronnes* soon came up with her, and as Captain Seix's people were quite tired, the best of his people aboard the prize and 159 prisoners aboard his own ship, the *Blandford* was obliged to strike to superior force." Her prize was also retaken.

BOYD.

In 1741 the snow *Boyd*, Captain Colt, with 60 hands, sailed from St. Kitts on a cruise against the Spaniards. She captured two prizes and was taking them to Jamaica when a Spanish man-of-war hove in sight. Captain Colt by agreement with his crew put 48 men into the prizes with instructions to make for Jamaica, while he with the remaining 12 fought the Spaniard. A high sea was running and a long engagement ensued, the snow not being hit once ; but on the wind falling she was taken and the crew carried prisoners to Cartagena. On the same night they escaped from prison, seized a yawl in the harbour and put to sea without water or provisions. The next day they landed on the coast,

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and supplying themselves by plunder, eventually reached Jamaica, where they found the prizes waiting for them. Captain Colt soon afterwards fitted out another vessel in which he took a rich Caraccas ship with a cargo of cocoa.¹

BRISTOL. 550 tons. 30 twelve and nine-pounders. 300 men.

Owners: Foy, Elton and Co. This ship was launched in Bristol about October, 1744, and on her first cruise, of which there is no information, was commanded by Captain Philip Delamotte.

Declaration 6th May, 1745, by Captain Robert Cleeves. In this month, while lying in Kingroad, "some sailors belonging to the *Bristol*, wanting to go on shore and not being able to prevail on their commander to give them leave, hailed the press tender's boat passing by, declaring they were resolved to enter on board the King's ship then in the road. The boat coming alongside, the cockswain asked Captain Cleeve's consent, who told him that if they were determined he could not prevent them. Thereupon the men immediately got into the boat and made towards the tender, but before they came near obliged the boat's crew to put them ashore at Portishead, from whence they came to Bristol, where seven were arrested and committed for mutiny and desertion."

The tender was probably H.M.S. *Mortar*, as soon afterwards Isaac Elton, one of the owners, received a letter from the Admiralty, dated 14th June, informing him that they had received a letter from the captain of that ship "stating that several of his men had deserted and were received on board the *Bristol* privateer, notwithstanding the commander and others in the said privateer knew them to be deserters and would not give them up, nor suffer the lieutenant of the sloop to search for them, which being contempt and prejudice to H.M. Service, I am to acquaint you that orders are given to press the crew of the said privateer for the offence they have committed and the indignity shown to H.M. Service."²

The *Bristol* sailed on the 6th June, and was considered "one of the finest and best built ships of the kind in England." In August she put into Plymouth with a sprung bowsprit, having taken nothing; but the *Charming Molly*, London to Newfoundland, was retaken in September, as well as a ship from Barbadoes to London with 360 hogsheads of sugar,

¹ Latimer, p. 234; Nicholls, iii. 305.

² *Voyages of Commodore Walker*, 1928, xv.

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which were both sent into Falmouth. On 3rd November, 1745, news was received that the *Bristol* had been taken by the *Elisabeth*, 64 guns, and carried into Brest. "It seems the privateer mistook her for an Indiaman and bore down with intention to engage, but being warmly received by a full broadside and a strong fire of small arms, he soon found out his mistake and was obliged to submit to superior force, being too much disabled in his rigging to have the least expectation of taking any advantage of her heels. The *Elisabeth* is the same ship that was convoy to a frigate of 18 guns that is supposed to have landed the Pretender's son in Scotland." The latter was the *Du Teillay*,¹ and her consort the *Elisabeth* fought an indecisive action with H.M.S. *Lion*, Captain Peircy Brett,² on 9th July.

CONSTANTINE galley. 300 tons. 18 guns. 40 men. Letter of marque.

Owners: Jacob Elton and Son. Declaration 23rd February, 1740, by Captain James Whitchurch; 3rd December, 1743, by Captain John Read; with George Stonehouse, lieutenant.

The *Oracle* of 16th June, 1744, states that the *Constantine*, Captain Read, had taken on her passage from Zante to London a Spanish settee³ full of empty casks which she sold for 200 dollars, and that about 80 leagues off Ushant in a fog she fell in with eleven French ships, five of which were men-of-war, and was chased for four hours but outsailed them, and the next day took a rich Martinico man, which she towed into the Downs. The cargo consisted of 173 hogsheads of sugar and 80,000 lbs. of coffee, worth about £6,000. On hearing of the declaration of war by France, Captain Read had called at Gibraltar and taken out a letter of marque against the French.

On 21st February, 1747, it was reported that the *Constantine* had arrived at Port Mahon with a French ship, laden with 95 bales of cloth, bound from Marseilles to Constantinople, and worth about £5,000. "This is the fifth prize the *Constantine* has taken since the commencement of the war on her trading voyages, without cruising." This clearly

¹ *Naval Miscellany* (N.R.S.), iii. 89.

² Born 1709; second lieutenant of *Centurion*, Commodore Anson, in 1741, and commanded landing party at capture of Paita, 13th November; knighted 1753; admiral 1778; died 1781, buried in Beckenham Church, Kent, where there is a tablet to his memory.

³ A decked vessel, with a long, sharp prow, carrying two or three masts, and a kind of lateen sail, (*N.E.D.*).

BRISTOL PRIVATEERS AND SHIPS OF WAR

shows what a letter of marque ship was—an ordinary merchantman picking up a prize now and then by virtue of her letter of marque—a good old custom the honest mariner will never see again. The *Constantine* soon afterwards took two more.

On 2nd January, 1748, when bound for Venice, on his passage through the Malta Channel, Captain Read fell in with six French merchantmen from the Levant for Marseilles, and took three of them; the *Jean Baptiste*, 12 guns, 58 men; *St. Blaize*, 10 guns, 33 men; and a polacca.¹ The two largest ships were laden with silk and linen, and were valued at £30,000. The prizes were left at Malta, and the safe arrival of the *Constantine* at Venice was considered important enough to be announced in the *London Gazette*.

In October, 1752, it was reported that the *Constantine*, Captain Bateman, Göteborg for Bristol, had been lost on Jutland; crew saved.

DOLPHIN. 60 tons. 10 guns. 10 swivels. 80 men.

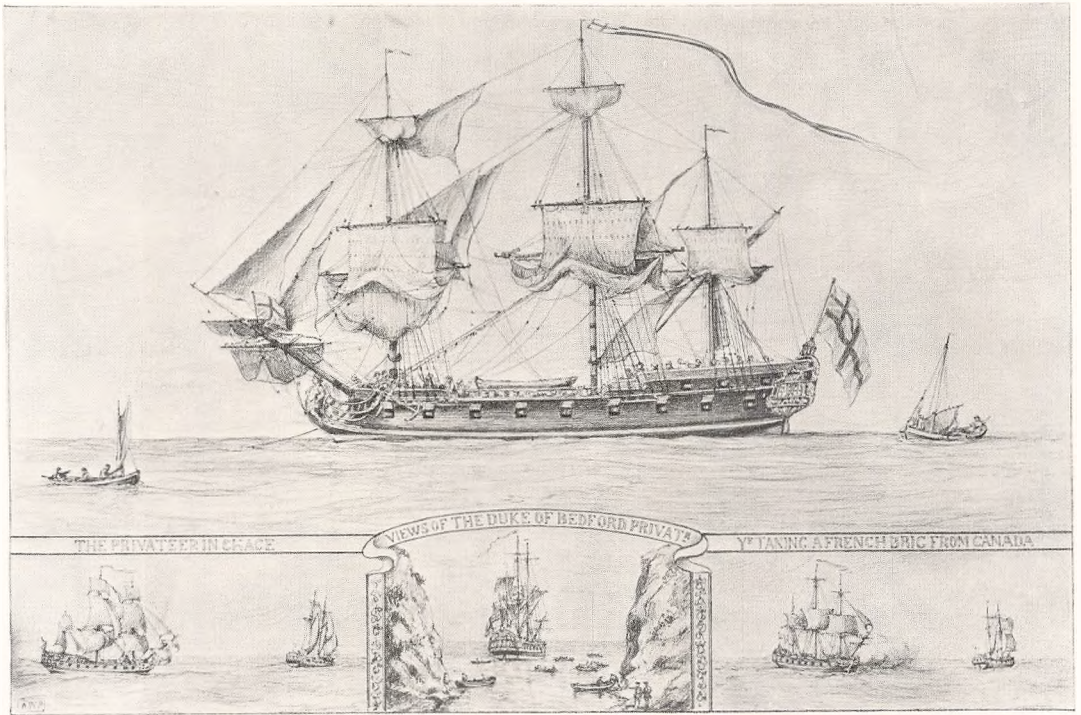
Owners: Thomas Penington, Michael Miller and Martin French; declaration 28th April, 1747, by Captain John Dyke. In July she sent a brig into Kingroad, and the following month returned to Bristol, having taken the French ship *St. Joseph* from Bordeaux, a three-masted vessel with 10 carriage and 10 swivel guns, which she brought in with her.

DRAGON. 150 tons. 20 guns. 12 swivels. 140 men.

Owners: Nehemiah Champion, jun., Richard Seaborn, John Towgood and Co.; declaration 11th August, 1744, by Captain James Seaborn; Matthew Combe, lieutenant. Sailed in September and took the *Janeton le Febevre*, a fish ship of 140 tons from Nova Scotia, and sent her into Madeira, and another prize called the *St. Aignan*. She also recaptured the *Severn*, Newfoundland to France, and returned to Kingroad with her in January, 1745. Captain Seaborn cruised for the rest of the year, but only one prize, the *Fortune*, is mentioned.

Declaration 21st May, 1746, by Captain Thomas Elworthy. In July she took a French ship laden with arms and ammunition, sent into Falmouth; with a French privateer and a brig with tobacco, which were

¹ A three-masted Mediterranean vessel, usually with square sails on main and lateen or triangular sails on fore and mizen. Sometimes square sails were carried on all three masts, and masts were usually in one piece; no fidded topmasts. (See *Mariners' Mirror*, 1924, x. 399.)



Bristol Museum.

THE DUKE OF BEDFORD, BUILT AT BRISTOL IN 1745.

300 tons, 28 guns, 200 men.

WAR OF THE AUSTRIAN SUCCESSION, 1739-1748

sent into Ilfracombe. These, with a fourth prize, were taken in fourteen days. Another French prize of 200 tons arrived in October, and the *Dragon* returned to Bristol in November after a very successful cruise. One of her prizes was the brigantine *Nuestra Senora de la Guia*, sold in October.

DREADNOUGHT. 300 tons. 20 guns. 50 men. Letter of marque ship.

Owners: Jacob and Isaac Elton; declaration 12th January, 1745, by Captain James Read. An affidavit of 20th April states that when this ship was attacked by the privateer *Grande Biche* of St. Malo the crew maintained an obstinate fight on deck for nearly four hours, when they were boarded and obliged to retire to close quarters. On Captain Read being killed, the chief mate, Edward Leicester, took command, and fought the ship for nearly an hour afterwards, till the people abaft, being almost suffocated with stink-pots and hand grenades, thrown in amongst them through a small scuttle that had been left open, called out for quarter, saying they would be blown up, the ship being actually on fire and the cry of "Fire" raised in the gunroom.

DUKE OF BEDFORD. 300 tons. 28 guns. 200 men.

Owners: James Whitefield, John Collett, Richard Blackett Jekyll; declaration 10th August, 1745, by Captain George Snow. This ship was launched at Bristol on 8th April, 1745, and was "by all connoisseurs adjudged to be the best built ship of her size for that purpose, belonging to the port. She had a fine launch, and will be fitted out for a cruise with all possible expedition." The *Duke of Bedford* sailed at the end of August, and after having had a narrow escape from being taken by a squadron of seven French men-of-war convoying a fleet of 100 merchantmen,¹ on 2nd November fell in with the *Boscawen* of Dartmouth, Captain George Walker, which had sailed from Bristol on 26th July. The two commanders agreed to keep company, a heavy south-westerly gale setting in two days later. On the 12th, when blowing hard, the *Duke of Bedford* being alongside, the *Boscawen's* main yard came down on deck, through the carrying away of the strop of a jeer-block.² Although there were sixty men on the yard, and the starboard yard-arm went well into the sea, not a man was hurt or drowned. Owing to the violence of the gale the *Duke of Bedford* could render no assistance, and the two vessels soon

¹ *Walker's Voyage*, 1928, p. 79.

² Jeers were tackles for hoisting and lowering the lower yards.

BRISTOL PRIVATEERS AND SHIPS OF WAR

afterwards parted company, the *Boscawen* being wrecked at St. Ives on 27th November and the *Duke of Bedford* returning to Kingroad in December, 1745.

In March, 1748, it is recorded that the *Duke of Bedford*¹ had arrived at Jamaica with a prize. In 1758 her name was changed to *PATRIOT*, and, commanded by Captain Thomas Dixon, was a letter of marque ship engaged in the West Indian trade. The illustration gives two smaller views entitled "Taking a French brig from Canada."

DUKE OF CUMBERLAND. 320 tons. 24 guns. 24 swivels. 200 men.

Owners: Thomas Power, John Noble, Jeremiah Ames, Henry Gresley, Nehemiah Champion and Co.; declaration 16th March, 1747, by Captain Matthew Combe.

In May she sent in the French ship *Mignonette*, Nantes to Newfoundland, sold in July, and captured a Spanish privateer which was taken into Falmouth. The *Duke of Cumberland* was lost off the French coast in June, 1747.

DUKE OF MARLBOROUGH. 300 tons. 22 guns. 250 men.

Owners: John Pittman, Jeremiah Ames, William George, Stephen Perry, jun., Henry Gresley and Co.; declaration 1st July, 1745, by Captain John Engledue.

This ship, built at Shoreham in 1740, was formerly the London privateer *Prime Minister*, retaken by the *Trial* in November, 1744. She fitted out in Clement's Dock,² and was advertised as "a prime sailer and one of the compleatest privateers in England." Captain Engledue sailed in August and returned in December, having retaken a vessel called the *John* galley. The *Duke of Marlborough* was sold by auction at the Exchange Coffee House in February, 1746. Declaration 4th June, 1746, by Captain James Denn.

DURSLEY. 400 tons. 22 nine-pounders. 10 swivels. 250 men.

This ship, launched in 1732 for the Royal Navy as the *Dursley* galley, 20 guns, was sold on 21st February, 1745, for £851 to some Bristol merchants, among whom were William Hare, John Noble and Charles Tweedy. She was then "called the *Dursley* privateer."

¹ This ship was probably named after John Russell, second Duke of Bedford, First Lord of the Admiralty, 1744-48, whose board was responsible for the decision to authorize the first uniform for naval officers in 1748. (*Mariners' Mirror*, vi. 105).

² On St. Augustine's Back.

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Declaration 23rd April, 1745, by Captain Organ Furnell. On 15th July, when fourteen leagues S.S.E. from Cape Finisterre, the *Dursley* took the privateer *Entreprenant*, Captain de Feu, 18 guns and 120 men. The prize had been built in Bayonne the previous year, and was sold at Bristol in September. On 23rd December the *Dursley* arrived with the *Leopard* snow, of Liverpool, laden with tobacco and staves, which she had retaken the day before. In April, 1746, the *St. Pierre*, from Bordeaux to Martinique, was taken by Captain Furnell in company with the *Warren* galley of London, Captain Charles Wilson, and sent into Kingroad. In December it was reported that the *Dursley* galley, Captain Pittman, bound from Jamaica to Bristol, had been taken in the Windward Passage by a Spanish privateer. This vessel may have been the *Dursley* galley retaken by the *Vulture* in 1744.

EAGLE. 300 tons. 20 guns. 10 swivels. 50 men.

Owners: Paul Fisher, Michael Atkins, Corsley Rogers, Griffin Prankerd and Co.

Declaration 13th November, 1740, by Captain William Charles. In December, 1742, Captain Charles witnessed the capture of the Spanish privateer *Santa la Rita*, by H.M.S. *Bridgwater*, off Cape Clear. The former mistook the man-of-war for a West Indiaman, but seeing her mistake "and being afraid of catching a Tartar, immediately staved her water-casks in order to sheer off and by that intended means of her preservation, became so crank that she could not carry sail and was soon obliged to strike." The privateer had come out from Bilbao a few days before.

Declaration 27th August, 1744, by Captain Richard Hellings. In October the *Eagle* sent in a Domingo man, which she had taken on her passage to Jamaica.

FALCON. 300 tons. 20 guns. 16 swivels. 180 men.

Owners: Michael Miller, Martin French, Patrick Campbell and Jarrit Smyth; declaration 11th December, 1744, by Captain George Stonehouse. The *Falcon* returned from a cruise on 31st March, 1745, bringing in the *Marie Hester*, St. Domingo for Bordeaux, with 270 hogsheads of sugar, and the *Biddy* snow, St. Kitts for London, which had been taken by the privateer *Chaffeau* of Bayonne. On 5th April, 1745, "as the *Falcon* was turning up from Kingroad she had the misfortune to be driven on the Swash and was soon filled with water and overflowed

BRISTOL PRIVATEERS AND SHIPS OF WAR

even to the maintop. She has since drove up Bristol river, where she now lies across but not so that ships cannot get in and out." Latimer says this vessel was a French prize.

The *Bristol Journal* states that on 27th September, 1750, "they began to endeavour to weigh the wreck of the *Falcon* privateer (which was overset some years since near the Hole's Mouth, and has greatly obstructed the passage into this harbour), and had hopes of succeeding, but the next morning the tackle gave way, which frustrated their design for the present."

FERRET snow. 60 tons. 6 guns. 20 swivels. 60 men.

Owners: Michael Becher, John Pittman, William George, Onesiphorus Norman, Thomas Penington and Co.; declaration 1st December, 1746, by Captain John Engledue. The *Ferret* returned to port in January, having been unable to get out of the Channel for head winds. On sailing again, it was reported in April that she had been taken and carried into Bordeaux. In August, 1747, the *Ferret* was recaptured by a Guernsey privateer and taken into that port.

FLY. 40 tons. 2 guns. 10 swivels. 50 men.

Owners: Michael Miller, Jarrit Smyth, Isaac Edwards, Patrick Campbell; declaration 21st August, 1746, by Captain John Dyke. The *Fly* sailed in September, and soon afterwards sent a small "Banker" into Plymouth and took a couple of coasters. Vessels fishing on the Grand Banks of Newfoundland were known as "Bankers." On 13th December, 1746, it was reported that the "little *Fly*" had been taken and carried into Brest.

FOX. 160 tons. 16 guns. 24 wall-pieces. 150 men.

Owners: Matthew Birtell and Co., of London; Thomas Penington, agent in Bristol; declaration 30th May, 1745, by Captain Philip Hogan. The *Fox* fitted out in Teast's Dock and sailed on a cruise in July. A month later it was reported that the two *Fox* privateers of Bristol and London had taken a vessel from Bordeaux to Nantes and sent her into Plymouth with three or four other prizes. The *Fox* returned to Kingroad in December. It is probable that the *Fox* was sold by Messrs. Birtell and Co., as on 29th April, 1746, her owners are given as Thomas

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Penington, Thomas Power, Thomas Farmer, John Galton, Leighton Wood and Co., of Bristol; declaration by Captain Matthew Combe. In May the *Fox* sent in the brigantine *St. Jean* from Bayonne to Nantes. The bilander¹ *Marie Joseph* and a snow from Topsham to Newfoundland were also taken. In August the *Fox*, in company with H.M.S. *Vulture*, took the *Fortune* bound for Nantes, but the following month she was retaken, with three more of the *Fox's* prizes taken out of a fleet convoyed by some French men-of-war, which later on captured the *Fox* and carried her into Rochelle. In January, 1747, it was reported that the *Fox* had been retaken by H.M.S. *Lizard* and brought into Mounts Bay. Latimer says the *Fox* was a French prize.

GALLANT. 50 tons. 8 guns. 50 men.

Owners: Henry Dampier, Henry Parminter, Thomas Territ, William George and Co.; declaration June, 1747, by Captain Henry Hawley. In October the *Gallant* returned from a cruise, having taken and sent into Falmouth the *Princess of Orange*, from Brest to Amsterdam. Declaration 26th October, 1747, by Captain Samuel Fairhurst.

HANNIBAL. 250 tons. 20 six-pounders on one deck. 200 men.

Owners: Henry Dampier, Austin Goodwin, Henry Gresley, Peter Weston, William Martin and Co.; declaration 9th April, 1745, by Captain Thomas Elworthy. The *Hannibal* fitted out in the Lime Kiln Dock. One of her prizes arrived on 27th June, "which though French built, appears on examination to be Dutch property, to the great mortification of the owners, who at the same time received the bad news that the captain of the said privateer, an able commander, lay so ill that there is little hopes of his recovery. The prize master says, that the *Hannibal* contrary to all expectation, proves a most excellent sailer and that she had chased a French privateer of great force, with her prize, supposed to be the *Molly and Betty*, Captain Wakley, bound from this port to Jamaica, but not being able to get between them and the land, drove them both ashore on the French coast and there left them."

In March the *Hannibal's* first lieutenant arrived in Bristol and reported that on "the 6th January they fell in with five Indiamen outward bound under convoy of three French men-of-war, of which the *Anglesea*, late Captain Elton, was one; after a smart engagement, wherein the

¹ A brig with a lateen or triangular mainsail. (*Mariners' Mirror*, ii. 40.)

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Hannibal lost 13 hands, she sunk with about 12 men on board ; the most were taken up by the French and carried into Brest, where they did not meet with the best of usage, having been closely confined there till they were removed to Morlaix." A letter from Dartmouth dated 18th March says that "a transport had arrived from Brest with Captain Elworthy and the rest of the crew of the *Hannibal* except 10 hands, 9 of which are Irish and one a Londoner, who have taken on the French service."

H.M.S. *Anglesea*, 44, Captain Jacob Elton, was taken by the *Apollon* on 29th March, 1745. There is a monument to Captain Elton, who was killed at the beginning of the action, on the west wall of the north transept in Bristol Cathedral,¹ above the tablet to John Latimer, the Bristol historian. The death of Abraham Elton, "formerly a commander in the Turkey Trade," is reported in September, 1742.

HAWK sloop. 70 tons. 8 guns. 10 swivels. 70 men.

Owners : Edward Gwatkin, Joseph Lewis, John Pollard, William Berrow and Co. ; declaration 6th June, 1744, by Captain Henry Sussex. It is stated that "she shipped her hands at Padstow." In August the *Hawk* sent a French ship of 200 tons, with salt for Newfoundland, into Penzance, and in company with the *Princess Augusta* and *Adventure* took the *Dauphine*, sold at Falmouth in November, 1744.

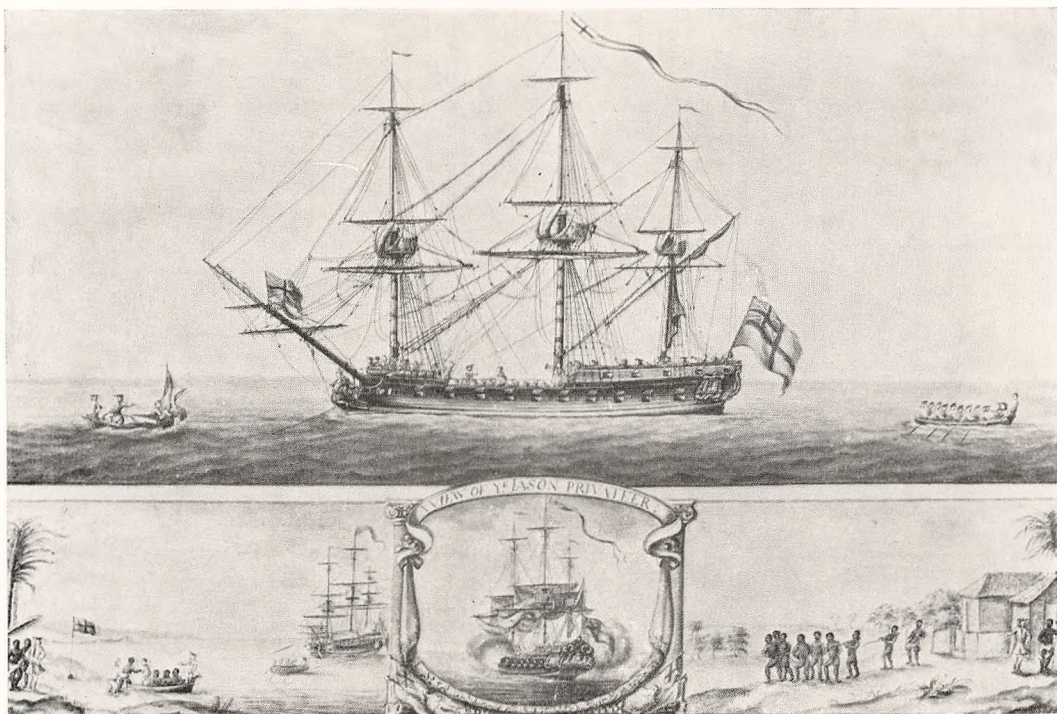
HAWKE. 160 tons. 16 guns. 150 men.

Owners : Thomas Power, Jeremiah Ames, Nehemiah Champion, Henry Gresley and Co. ; declaration 19th January, 1748, by Captain Joseph Buckley. At the end of 1747 the *Hawke* was cruising in consort with the *Grand Alexander*. On 9th April, 1748, she put into Falmouth for repairs and returned to Bristol in June.

JAMAICA frigate. 290 tons. 18 guns. 50 men. Letter of marque.

Owners : David Dehany, Paul Fisher, Caleb and Vickris Dickinson, John Foy, George Braine ; declarations 24th December, 1740, by Captain Matthew Foy, and 19th September, 1744, by Captain Thomas Lauderdale. In August, 1746, it was reported that the *Jamaica* frigate, Captain Lauderdale, with about 500 hogsheads of sugar on board, had been lost on the Morant Keys, Jamaica.

¹ Latin inscription with translation in Corry and Evans's *History of Bristol*, ii. 132 ; Laird Clowes, iii. 278.



Bristol Museum.

THE JASON, BUILT AT BAYONNE IN 1747.

350 tons, 32 guns, 200 men.

WAR OF THE AUSTRIAN SUCCESSION, 1739-1748

JASON. 350 tons. 32 guns. 200 men.

Owners : Edward Wilcocks, Morgan Smith, Samuel Brice, Francis Randall; declaration 2nd March, 1748, by Captain John Clark. The *Weekly Intelligencer* of 12th December, 1749, contains the following sale notice of this ship :—

“To be sold by Auction at the Exchange Coffee House. On Monday the 15th of January 1749, between the Hours of Twelve and One, The *Jason Galley*, Being an exceeding fine Sailor, and sheath'd, Never made but one Voyage which was to Africa, square stern'd, built at Bayonne in France in the year 1747; her Length of Keel being 92 Feet, with Scarf, extreme Breadth 31 Feet, Depth in the Hold 14 Feet, Height between Decks 5 Feet 2 Inches, Burthen in Tons 400, more or less, now lying at Sea Mills¹ and there to be deliver'd, Capt. John Clark, Commander. Inventories will be timely dispers'd by

WILLIAM HUNT, Broker.”

The print of the *Jason* shows that she was afterwards employed as a slaver.

KING WILLIAM. 130 tons. 12 guns. 24 men. Letter of marque.

Declaration 29th December, 1742, by Captain Edmund Stott; Walter Stroud, lieutenant. In 1744 the owners, Stephen Perry, Christopher Devonshire and William Reeve, fitted the *King William* out as a privateer with an increased armament of 14 carriage guns, 6 swivels, and a crew of 155 men; declaration 18th April by Captain Thomas Cornish. “On 17th May, a French ship laden with salt, wine and brandy, was brought up to our Key, amidst the huzzas and acclamations of a prodigious number of spectators, who crowded both sides of the river to see her as she passed along and there debarked her men who were immediately put under confinement.” Captain Cornish states that “he fell in with three French merchantmen, two of 16 and one of 14 guns, but after passing several shot found them too well manned to do anything with them, the two largest having 90 and the other 60 men. Upon which the *King William* tacked and chased another ship about two leagues to leeward and after an hour's engagement, the other three being in sight,

¹ There is no record of the opening of Sea Mills Dock. The company was founded in 1712, Joshua Franklyn being the chief promoter. In 1779 the dock had been abandoned for some years.

BRISTOL PRIVATEERS AND SHIPS OF WAR

took her without the loss of a man. She had 8 carriage guns and 52 men." The captain of the prize stated that "the other three ships had articulated with him to keep company and to stand by one another in case of attack." The *King William* returned to Bristol again on 18th June with a privateer sloop she had taken. This prize was brought north about, and her crew 30 or 40 in number landed at Holyhead and sent down the Severn to Bristol. On their arrival they were immediately sent to the prison at Knowle.

She sailed the same month on "a second cruise" and took a French Newfoundland ship, a privateer sloop with 40 men, and a Martinique ship for Bordeaux, which were all sent into Falmouth.

The *King William* was advertised as "having already taken six prizes" before sailing on her third cruise in November. The following month she captured a French privateer, and after taking out the guns and ammunition ransomed her for £200. In June, 1745, it was reported that the *King William* had taken a French ship into Kinsale, and in June, 1748, prize-money was paid for a prize called the *Pacifique*.

LEVANT galley. 250 tons. 24 guns. 60 men. Letter of marque ship.

Owners: James Laroche, Isaac Hobhouse, Edward and William Oliver, Henry Gresley, Humphrey Fitzherbert, Michael White, Thomas Smith.

3.1.1741.	Joseph Pittman, commander.
13.3.1745.	James Phelps ,,
5.10.1746.	William Miller ,,

In March, 1744, the *Levant* arrived at Bristol, having made a very long passage of 105 days from Jamaica, "up at 50 guineas the day before arrival." On 5th January, 1748, the *Levant*, Captain Miller, when in 51 30° N., 100 leagues west of Cape Clear, fell in with the large Spanish privateer *Grand Bigonia* of Bilbao, armed with 14 twelve-pounders and 20 nine-pounders, with 370 hands on board, only 30 days off the stocks and 21 days at sea. The *Levant* was soon taken, but two days later she lost company of the privateer and being luckily retaken by H.M.S. *Thetis*,¹ 32, was sent into Kinsale.

¹ H.M.S. *Thetis* was built at Liverpool in 1747, made into a hospital ship in 1757, and sold in 1767.

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LEVIATHAN. 28 guns. 250 men. Andrew Breading, commander.

This "new ship built entirely for the purpose," fitted out at Sea Mills Dock in April, 1745, one of the places of rendezvous being a tavern called the Isle of Wight Hoy in Marsh Street. In August the *Leviathan* took a French ship bound for Martinique into Lisbon, and returned to Bristol in October. Captain Breading reported that "he, in company with the *Duke of Bedford* and *Townshend*, of this port, and the *Dublin*, privateers, fell in with the French fleet of about 120 merchant ships under convoy of eight men of war, sailing to the westward; that they dogged them two days to get in amongst them, but being observed, were chased by the convoy and forced to make away, without being able to bring anything off." In 1747 the *Leviathan* cruised for Spanish register ships,¹ but with no success.

LION. 220 tons. 20 six-pounders. 12 swivels. 180 men.

Owners: William Jefferies, Sydenham Teast, John Noble, Stephen Perry and Co.; declaration 30th July, 1744, by Captain Organ Furnell. The *Lion* returned in October with the French ship *Prophet Elias*, St. Domingo for Rochelle, "supposed to be the most valuable prize taken by any of our privateers during the war, having 411 hogsheads, 40 casks of sugar and 50 casks of indigo on board." Captain Couprie, of the prize, published the following letter, dated 30th October, signed by himself and officers:—

"As ingratitude is one of the greatest crimes, and what gentlemen should have in the utmost detestation; we lay hold of the opportunity of this paper, to return our acknowledgements to 'M. Organ Furnell, capitaine de navire le *Lion*, armé en course,' who has treated us as brethren. We are at a loss to express his goodness to us; never did prisoners of war meet with so much kindness among their enemies. It were to be wished for the common good of mankind, that all men thought like the captain; there would not then be so many unhappy. His principal officers followed his example and down to the lowest of the sailors, every one strove to show us the most lively sentiments of humanity."

The schooner *St. Peter* was also taken on the same cruise.

On 19th December, 1744, when returning from a cruise with two prizes, the *Lion* was taken, with one of her prizes, by the privateer *Lys*

¹ See page 183.

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of St. Malo, after a warm engagement of three hours, in which she had the first and third lieutenants, two boatswains and four men killed, and the captain, two mates and twelve men wounded. The *Lys* had one man killed and seven wounded. She was a ship of 32 guns, ten, nine, seven and four-pounders, with 307 men. The *Lion* at this time mounted 12 six-pounders, 6 four-pounders, with 102 men, and was carried into St. Malo. It is said that the captain of the *Lion* struck "at the earnest desire of the people," but considering the odds against them, and that there must have been several men away in the prizes, she put up a very creditable defence.

LUCEA. 260 tons. 16 guns. 22 men. Letter of marque.

Owners: David Dehany, Nehemiah Champion, James and Charles Harford.

15.5.1740.	Thomas Thompson, commander.
19.9.1744.	Thomas Smith ,,

The *Lucea*, Captain Smith, arrived from Jamaica on 6th August, 1743, and when "coming up to the Key, according to custom fired a salute. Through the carelessness of the gunner, two balls were left in two of the guns, which on their discharge, surprised many of the inhabitants of this city by the hissing noise they made in the air and particularly at the Bowling Green, where the gentlemen left off their game and retired. It is said one of the balls fell in the garden late Cheney's and the other near Cutler's Mill."

MEDITERRANEAN. 200 tons. 16 guns. 40 men. Letter of marque.

Owners: Jacob Elton and Son.

27.11.1740.	John Dessell, commander.
18.3.1742.	William Clutterbuck ,,
29.5.1744.	Edmund Stott ,,

In April, 1742, it was reported that the *Mediterranean*, from Jamaica, had been taken by the enemy and retaken by H.M.S. *Hector*.

The *Mediterranean*, Captain Stott, sailed in June, 1744, for Newfoundland, and on the 26th brought in a rich St. Domingo ship laden with fine sugar, cocoa, indigo, and some dollars, which "she fortunately took on her passage and thought it worth while to return

WAR OF THE AUSTRIAN SUCCESSION, 1739-1748

and see safe into port. By all accounts she is a rich prize but as to her particular value, reports vary from ten to forty thousand pounds. This is the second valuable prize that has unexpectedly fallen to the fortunate family of the Eltons since the war commenced." The French Banker, *Maria François*, was also sent into Bristol, and in August a Greenland ship, "being the third prize the *Mediterranean* had taken on her passage to Newfoundland."

In September it was reported that the *Mediterranean* had been taken by the *Victoire* of Bayonne, 24 six-pounders, 12 swivels and 257 men. "In the engagement, which was very warm though it lasted but a short time, the privateer's crew boarding after two broadsides, the French had, as they owned themselves, 40 men killed and 8 wounded and the *Mediterranean* but 3 killed and 2 wounded. The greatest part of the *Victoire's* crew being Spaniards, Captain Stott, after he struck, was used very inhumanely being stripped stark naked and beat in a very cruel manner, which was so much resented by the French merchants after the ship was brought into port, that the captain of the privateer was ashamed to appear in public."

The following is a notice from the *Oracle* of the 17th November, 1744 :

"To be sold by Auction to the highest Bidder, at the Exchange Coffee House, Bristol. This day being the 17th inst. at Three o'clock in the Afternoon. The following Prize Goods taken by the *Mediterranean*, a Letter of Marque Ship, Edmund Stott, Commander, on board the *Maria François*, from the Banks of Newfoundland.

About 60 tons Fish

20 tons Salt

8 Hhds Oil

The Ship *Maria François* Burthen about 110 Tons will also be sold at the same time. N.B. The Fish will be put up with the Ship if desired."

MILFORD. 360 tons. 16 guns. 60 men. Letter of marque.

Owners : Richard Meyler, William Gordon, Mark Davis, Thomas Power, William Gough and Co. ; declaration 4th March, 1745, by Captain William McAlpine. In May, 1745, the *Milford* retook a vessel bound from Carolina to London, and sent her into Kingroad. Declaration 1st April, 1747, by Captain Abraham Watson. The *Milford*, Captain Watson, arrived at Bristol on 6th July, 1750, after a passage of 65 days from Jamaica, "16 guineas per cent. insurance were given on her."

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NORTH CAPE. 306 tons. 18 guns. 50 men. Letter of marque.

Owners: Henry and John Combe, Conrade Smith, Paul Fisher, Corsley Rogers, Thomas Power; declaration 24th September, 1744, by Captain Abraham Watson. On 13th December, 1746, it was reported that the *North Cape*, Captain Watson, "one of the finest ships belonging to this port and reputed to be worth £20,000 had been taken three leagues from Antigua, by a ship with 160 men and a tartane of about the same force, after a four hours engagement within musket shot and carried into Guadeloupe."

PRINCESS AUGUSTA. 100 tons. 10 guns. 24 men. Letter of marque.

Walter Jenkins, sole owner; declaration 3rd September, 1740, by Captain Charles Gwynn. On 8th February, 1742, the *Princess Augusta*, when homeward bound from Barbadoes, was attacked 50 leagues to the westward of Scilly by a Spanish privateer of 24 guns and 78 men. "The Bristol ship delivered the first broadside, which was of so effective a character that the enemy's vessel blew up and all her crew, save five men, were drowned."¹ Captain Dansays of H.M.S. *Fubbs* yacht brought the news to England, having boarded the *Princess Augusta* a few days afterwards, and pressed nine of her crew.²

In a description of the procession which took place at the opening of the Exchange on 21st September, 1743,³ it is stated that: "The procession passed up Broad Street, down High Street and so on to the Back, where the coasting vessels lie; from thence they went into Queen Square, at the north east corner; and passing through the streets on the east and south side of that spacious area, came out upon the lower end of the Key, opposite the very place, where the *Princess Augusta*, a letter of marque ship, lay repairing from the damages she had received, in the last of four victorious battles with Spanish privateers; one of which privateers, her captain blew up in the King's Channel, and was particularly rewarded by the Admiralty for his gallantry, good conduct

¹ Latimer, p. 234; he gives 1741 as the date. Hutchinson, *Press-Gang*, p. 134, says the *Princess Augusta* would have been taken "but for an extraordinary occurrence. Just as the trader's assailants were on the point of boarding her the Spaniard blew up, strewing the sea with his wreckage, but leaving the merchantman unharmed, (Admiralty Records, I., 1439 — Capt. Ambrose, 7th February, 1741/2)."

² J. C. Hutchinson, *The Press-Gang*, 1913, p. 134.

³ Wood, *History of Royal Exchange*, 1745.

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and courage in that brave action. From this glorious object, the procession was continued up the Key, where the ships employed in the Foreign Trade lie; and then, from the north end of it, the parties entered Small Street and passed through that street to the Exchange." This must refer to Captain Gwynn, who was in the ship at that time.

In June, 1745, "Captain Adams, cruising for men in the Bristol Channel, fell in with the *Princess Augusta*, whose crew had risen upon their officers and tried to take the ship. After hard fighting the mutiny was quelled and the mutineers confined to quarters, in which condition Adams found them. The whole batch, 29 in number, was handed over to him, 'though 'twas only with great threats' that he could induce them to submit, 'they all swearing to die to a man rather than surrender.'"¹

PRINCE CHARLES. 250 tons. 20 guns. 6 swivels. 150 men.

Owners: James Whitefield, Christopher Devonshire and William Reeve; declaration 13th June, 1744, by Captain Charles Gwynn. The *Oracle* of the 30th states that of the crew of the *Prince Charles* "130 are Antient Britons,² so great is the spirit of those people against the common enemy." On 20th August she brought in two French Greenland ships with seven whales, valued at £6,000. Captain Gwynn reported that "he fell in with six Martinico men, about thirty leagues west of Ushant, which he engaged for some time till at last two of them struck; but unluckily at that instant, the British fleet under Sir John Balchen came in sight, upon which being encouraged by the other four, who took them for the Brest squadron, the two ships hoisted their colours again and sheered off and Captain Gwynn, who was under the same mistake did not venture to pursue them. They were afterwards all six taken by the same squadron and had it not been for this unlucky accident, in all probability they must have struck to the *Prince Charles*, which in the engagement had 6 hands killed and 5 wounded. The crew say they have Sir John's word that for their surprising behaviour, they shall receive a share of the whole."

The *Prince Charles* sailed on cruises in July and September. In November she sent two French prizes, one a snow, into Kingroad. On 8th March, 1745, "a rich Martinico man, sent in by Captain Gwynn,

¹ Hutchinson, *The Press-Gang*, p. 133.

² At this period "Britons" still meant the Welsh.

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came up to our Key," and five days later he arrived with two more prizes, the snow *Black Ann*, retaken, and "a St. Kitts man."

Captain Gwynn fitted out for his next cruise in "Captain Weylan's Dock," and on 24th April, in company with the *Eagle*, Captain Carter, took the French ship *Zéphire*, 150 tons, 16 guns, St. Malo to Cape Breton. Either on this cruise or the previous one the *Prince Charles*, in company with the *Cruizer*, Captain John Sutherland, recaptured the *Kingsweston*. Captain Gwynn arrived at Bristol in May, made another short cruise and returned to Bristol on 10th July, "without a prize, having met with nothing but privateers and Dutchmen."

QUEEN MARY. 200 tons. 20 guns. 50 men. Letter of marque.

Owners: Francis Day, John Towgood, George Parker, James Laroche; declaration 10th December, 1739, by Captain Jason Vaughan; Matthew Williams, lieutenant. "On 31st August, 1742, before Mr. Justice Dennison, George Clarke was awarded 120 guineas and Jenkin Thomas, 40 guineas, besides costs, against James Roots, lieutenant of H.M.S. *Russell*, and William Ferrier, midshipman of H.M.S. *Ruby*. On 17th March, Roots then commander of the *Convener* tender, and Ferrier, being in Kingroad on board the *Jefferies*, upon the impressing service, espied a boat belonging to the *Queen Mary*, making off with seven hands in her towards Bristol, took to their boat, pursued them, and ordered them to bring to. The boat's crew not obeying the order, Lieut. Roots fired a first and second shot at them, and Ferrier a third, by which means Clarke and Thomas were dangerously wounded." James Roots died in Newgate, Bristol, on 7th February, 1743. "After the recovery of the two wounded men, no bail was offered and the inattention of the Admiralty to applications on their behalf for relief from confinement, occasioned their detention from that time, till Death signed a liberation for the unfortunate lieutenant."

Some time in 1744 the *Queen Mary*, Captain Matthew Williams, took the French ship *Justice* from Martinique, as her cargo of coffee was sold in December. On 27th October, 1744, the *Queen Mary* was wrecked at Kingston, Jamaica, in a hurricane which wrecked or damaged fourteen Bristol ships, but was afterwards salvaged. Another ship which went ashore and got off was the *Cælia*, Captain George Blake, 300 tons, 20 guns, 60 men, probably a letter of marque.¹

¹ The *Palm-tree*, Deighton; *Queen Elizabeth*, Harvey; *Triton*, Robins; *Philip*, Neale; and *Industry* snow, Smith, were lost.

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QUEEN OF HUNGARY. 130 tons. 12 guns. 12 swivels. 120 men.

Owners: Stephen Perry, John and Henry Gresley, Sydenham Teast, John Pittman and Co.; declaration 14th July, 1744, by Captain Joseph Domett. On 20th August the *Queen of Hungary* arrived with a rich prize from St. Domingo of about 500 tons, which she chased for two or three days and then took without loss. This ship was probably the *Rostan*, for which prize-money was paid in December, 1745, and the prize which Latimer states was worth £20,000. The *Queen of Hungary* sailed in September on another cruise.

Declaration 5th December, 1744, by Captain John Engledue. In February, 1745, the *Queen of Hungary* arrived at Haverfordwest with a Dutch ship of about 300 tons, laden with cambrics, bale goods and gunpowder, bound from France to a Spanish port. "It is stated the cargo will prove good prize, being French property." On the 11th, when bringing in the prize, she fought an action with a large privateer, "which bore down and gave her a broadside but with little damage. Captain Engledue returned the compliment and shattered the privateer so much that she tried to make off, but as she shot ahead, he gave her a second broadside raking her fore and aft and driving in her stern so that she made off in a very damaged condition."

On 5th May the *Queen of Hungary* sent in a vessel recaptured from the French, which had been taken on a passage from Madeira to London, with a cargo of wine. The day before this prize was taken she fell in with the *Mars* of Bordeaux, 32 guns, 300 men, "with which she had a very smart engagement for eight broadsides and both receiving damage, were glad to part. It is remarkable that this little vessel which mounts only 12 carriage guns, with 112 men, in her last cruise fell in with a French privateer, of upwards of 30 guns and 300 men, with which she had also a very smart action and after killing a great number of hands and almost disabling the vessel, made her glad to sheer off." This refers to the action of 11th February.

On 15th June it was reported that Captain Engledue of the *Queen of Hungary*, had arrived in Bristol from Morlaix, "having had the misfortune to be taken by four French men of war, within six hours sail of Falmouth, as he was carrying into that port a Martinico homeward bound ship, which he had taken a few days before; proved to be one of the two belonging to the fleet that fell in with the *Boscawen* and *Sheerness*, which took five of them." (The *Marianne* or *Prince d'Orange*, see p. 164.)

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RANGER. 150 tons. 12 guns. 12 swivels. 100 men.

Owners: Richard Pranker, John King, William Daniel, Stephen Nash and Co.; declaration 23rd July, 1744, by Captain William Bundy. Sailed in August and took the French ship *Grand Paul*, homeward bound from Martinique, which was brought into Bristol.

RESOLUTION.

Owners: Vincent Briscoe, James Laroche, Maurice Ceely, Richard Farr and Co.; declaration 27th September, 1744. This ship is advertised as follows in the *Oracle* of 18th September, 1744:—

“On a Cruize and will sail in a very short time The *Resolution* Privateer, Capt. Thomas Elworthy, Commander. Burthen 200 tons, a prime Sailer, mounts 16 carriage guns, 6-pounders, 20 swivels and 160 men. All Gentlemen Sailors, willing to serve on board the said ship, now lying in the Dock near the Great Crane, may apply to the Captain on board or at Mr. James Ward at the Lamb and Flag on the Key, near the Merchants Hall, which is the Place of Rendezvous.”

The *Resolution* returned in January, 1745, after an unsuccessful cruise in consort with the *Adventure*, and was sold soon afterwards. She is described as “Spanish built.”

ROVER. 300 tons. 22 guns. 200 men.

Owners: Richard Pranker, John and Walter King, John Galton and Co.; declaration 3rd April, 1745, by Captain William Bundy. The *Oracle* of 22nd March, 1746, prints the following letter from Captain Bundy, dated Morlaix, 12th March:—

“The 20th February, about 5.30 p.m., we fell in with the *Ambuscade*, a French ship of 40 carriage guns and 4 swivels, Captain Richard Tabary, and about 8, exchanged shots with him for half an hour. Then he sheered off and kept under my lee all night, out of gunshot, she being a prime sailer. The next morning, about eight we engaged before the wind till eleven, when having 14 men killed and 34 wounded, with the loss of the mizen mast, our running rigging cut to pieces, one of our guns split and the men running down into the hold, so that not above 40 were left on deck I was obliged to submit to superior force and was carried into Brest the 26th February and travelled to this place the 9th March in order to go to Dinard to be exchanged.”



After Charles Brooking.

BOSCAWEN

JEUNE MARIE

Macpherson Collection.

THE BOSCAWEN OF DARTMOUTH, CAPTAIN GEORGE WALKER, AND SHEERNESS OF
BRISTOL, CAPTAIN JOHN FURNELL, ENGAGING EIGHT FRENCH SHIPS FROM MARTINIQUE,
24TH MAY, 1745.

(It is doubtful which of the above ten vessels is the SHEERNESS.)

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ROYAL HUNTER. 300 tons. 20 guns. 10 swivels. 150 men.

Owners: Edward Wilcocks, Austin Goodwin, Richard Seaborn, William Martin; declaration 24th September, 1747, by Captain John Clark. Sailed in October, and on 7th November the *Oracle* printed the following letter from "a person on board":—

"On the 19th October, we saw a sail in 46° 50' N., 10° 00' from London, to which we gave chase, but having got a clear ship, she hoisted English colours, wore ship and stood for us; and coming within pistol shot, dropped them, hoisted French colours and gave us a broadside, which we returned with ours into her stern and then began the engagement, which lasted seven glasses¹ and in one more, had neither tack, sheet, brace, bowline, shroud nor running rope left that could be of any service, when we parted by consent. We had nine killed, seven mortally wounded and several slightly, all our masts wounded so that they could not stand, 15 shot between wind and water and five feet in the hold; in short, she was so torn to pieces, that we were obliged to heave eight guns overboard; and what added to our misfortune, after we had put up jury masts and were returning into port to refit, we could not get a pilot off Combe to see us safe in, so that in the night we unhappily struck off the Nash and by the morning beat all to pieces. The master, lieutenant and about 18 others saved themselves on pieces of the wreck and got ashore without clothes or money and so disabled that we could neither go nor stand, and were brought to St. Donat's Castle, but the rest to the number of 100 and upwards were lost. The ship we engaged had 26 guns on one deck, six on quarter deck and two on forecastle, whereas we had but 20 six and four-pounders. Our captain, lieutenant and in short, all our officers behaved with the greatest conduct and bravery and did all that men could do in their own defence, so that the enemy was glad to get off and leave us in the condition above mentioned."

SALISBURY. 400 tons. 22 six and nine-pounders. 60 men.

Owners: Thomas Power, Mark Davis, Richard Meyler, Philip Protheroe and Co.; declaration 25th November, 1743, by Captain Nicholas Harman. In August, 1744, the *Salisbury* brought in a prize, and on

¹ Three and a half hours.

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20th February, 1745, it was reported that the *Salisbury*, "esteemed one of the finest merchant ships in the British Trade, belonging to Bristol and bound from thence to Cork and Jamaica, is taken by a stout St. Malo privateer, after a very smart engagement in which Captain Harman was wounded."

In July, 1747, it was reported that the *Salisbury* had been retaken and brought to Portsmouth. "When retaken she was one of the St. Domingo fleet in the French service so that seven-eighths of the ship's value will revert to the former owners, all of this city." Declaration 2nd October, 1747, by Captain Edward Matthew.¹

SEYMOUR. 300 tons. 18 guns. 50 men. Letter of marque.

Owners: John Cross, John Philip Farr, John and Robert Galton and Co.; declaration 25th February, 1744, by Captain George Lewis. The following letter from a passenger is in the *Oracle* of 21st July:—

"On 30th March, on passage from Bristol to Jamaica, we had an engagement with a Spanish privateer of 10 carriage guns, besides swivels and 120 men, 17 leagues west of the Old Head of Kinsale. She chased us from 10 a.m. to 3 p.m., when the fight began, he with his bow chase and small arms and we with our stern chase for two hours, when he attempted to board us, but we being ready for them, poured in our broadside which obliged him to sheer off and run away as fast as he came on. We chased him half an hour but he outsailed us; he damaged us in our sails and rigging, but thank God, none of us were hurt."

The *Seymour*, Captain Lewis, was one of the ships wrecked at Kingston in the hurricane of 27th October, 1744, but was eventually salvaged.

SHEERNESS. 450 tons. 22 nine-pounders and 4 four-pounders. 12 swivels. 200 men.

Owners: Thomas Power, Caleb Moore, Henry Weare, Richard Pranker and Co. This ship, when launched for the Royal Navy in 1731, mounted 20 guns. In 1740, commanded by Captain Miles Stapleton, she served under Vernon in the West Indies, and as one of

¹ This ship may be the *Salisbury*, Captain Hunter, Jamaica for London, lost near Bideford on 7th March, 1750. All hands, except captain and mate, drowned.

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Sir Chaloner Ogle's division took part in the attack on Cartagena in March, 1741. On 5th June, 1744, the *Sheerness* was sold for £240, and fitted out as a privateer.

Declaration 5th October, 1744, by Captain John Furnell. She sailed at the end of the year, and returned on 2nd March, 1745, with the French Indiaman *Fière* and the dogger privateer *Renard*, 10 carriage guns, 8 swivels and 128 men. "The captain reports that the Indiaman fought bravely for nearly two hours and made as good a defence as possible, but a shot going through her that killed a priest, who was hauling up cartridges out of the powder-room and being otherwise very rudely treated thought proper to strike for fear of worse consequences. Engaged the privateer on the 23rd February in which he lost two men killed and since then has exchanged shot with five or six more but not being above half manned, having but few able sailors on board and a sickly crew, could make no hand of them, otherwise he could have taken another privateer with her prize, but he obliged the former to throw her guns overboard, to prevent her doing any further mischief that cruise."

There is a notice in the paper informing the representatives of the two men killed and one who lost an arm, that if they "will apply to Mr. Thos. Power, they shall immediately be paid the Bounty Money agreed on in the articles."

When lying in Sea Mills Dock the crew of the *Sheerness* spread "several false and malicious reports" that they had been starved, which resulted in a number of letters being published in the captain's defence. One from Captain Boisouze Liard of the *Fière* states that he and his officers were used with "all imaginable kindness and civility and during 30 days on board, we, as well as our crew, were treated with as much humanity as possible and with as much care as his own crew. Captain Furnell carried his civilities to us yet further, by giving us a lodging at his own house. We are very much surprised to hear by common report that Captain Furnell's crew have used him very maliciously by giving out that he did not allow them victuals enough to support them, being witnesses that they had meat, cheese, butter, beer, etc., and even more than they really wanted, leaving it scattering between decks."

There is similar testimony from Captain Joseph Rodacz of the *Renard* at Knowle prison.

On her next cruise the *Sheerness* was in company with the *Boscawen*,

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Captain George Walker, and the following letter from Captain Furnell is in the *Oracle* of the 1st June :—

“On the 23rd May, met with the *Boscawen*, whose captain coming on board, we agreed to keep company that night ; at five next morning saw a fleet of eight sail standing to the eastward, and agreed to give chase. We came up with them about nine, when they all hoisted French colours and began a brisk engagement, with two or three ships on us at a time, which lasted two hours with great bravery on both sides, when four of them struck ; of which one soon after sunk so suddenly that out of 64 hands she had on board, we could save but 16. In the engagement we suffered greatly in our rigging and had some shot that went through us, but thank God, had but one man killed of both crews. One of my men had his thigh, another his calf shot away and six others were slightly wounded ; of the *Boscawen's* men there was one killed and eight wounded. While we were boarding the other three, two ran off ahead and in the engagement two others got away to leeward. The *Boscawen* following astern to take care of the three prizes, we gave chase to the other two, which we soon came up with, one after the other, and obliged to strike.

DUC DE GUIENNE	.	18	guns	64	men.	Taken.
BELLE LOUISE	.	14	„	43	„	„
ST. ANDREW	.	10	„	40	„	„
ABRAHAM	.	14	„	46	„	„
VICTOIRE	.	6	„	26	„	„
JEUNE MARIE	.	14	„	64	„	Sunk.
MARIANNE, Peillot	.	—	—	—	—	Escaped.
PRINCE D'ORANGE, Touronde	.	—	—	—	—	„

“The first three and the ship that sunk were of Bordeaux and the other two prizes of Nantes. There was also a ninth that came out in company with them but being the best sailer left them.”¹

The *Sheerness* and *Boscawen* arrived in Kingroad on 30th May with their five prizes, “laden with 1,650 hogsheads of fine sugars, upwards of 100 tons of coffee besides cotton, etc., worth at least £40,000 ;”

¹ This action was painted by Charles Brooking and engraved by John Boydell ; published 1753. (See illustration.)

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a large parcel of papers "of very great consequence" was sent to the Admiralty.

The *Sheerness* sailed again on 6th June, apparently commanded by William Foy, for the following notice appears in the *Bristol Oracle* of 10th August:—

"There having been some scandalous aspersions with regard to my behaviour in the late action on board the *Sheerness* Privateer when, in company with the *Southwell* Privateer, we were engaged with 2 French men of war; and it having been maliciously and industriously reported here, that I went off the deck during the engagement, whilst I had command of the said ship; in justification of my own character, I think it incumbent on me to assure the public, that it is entirely false and without the least foundation. And I hereby appeal to all the Officers & Seamen (who were on board) if this assertion is not true, and whether I have not always acted as became a Man of Honour and Courage. If any person will inform me who was the author of these reports, he shall receive two guineas as a gratuity for such kind information from

"WILLIAM FOY."

The action referred to occurred on 16th July, with the privateers *Bellone* and *Mars*, which had taken the *Tuscany* five days earlier.

Declaration 20th September, 1745, by Captain William Richardson, who had been first lieutenant with Captain Furnell. The *Sheerness* returned in October to refit, having lost her masts and rigging, though in what way does not appear.

In April, 1746, she arrived with a homeward-bound Martinique ship, with 300 hogsheads of sugar and had retaken the *Sarah* of Boston, Bristol to Antigua. In September the *Sheerness* completed another cruise, having sent in a Spanish prize and retaken a vessel from South Carolina to Poole. Two prizes of this year were the *Double Alliance* and *Margaretta*.

On 7th March, 1747, it was reported from Haverfordwest that the *Sheerness* had sent in a French ship of 400 tons from Martinique with a cargo of sugar, coffee, cotton and cocoa. "All her papers were thrown overboard and now they say she is a Dutch ship bound to Rotterdam. There were two French merchants on board, one of whom is on board the privateer and the other on board the prize." In the same month

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the *Sheerness* cut out two prizes from a port in the Azores, a feat of which there are unfortunately no particulars. She returned to Bristol in April, having taken several valuable prizes.

Nothing is recorded of the next cruise, which ended in September. In October the *Sheerness* sailed again, and in May, 1748, engaged a Spanish privateer of 26 guns, but was disabled through losing her mizen mast; the enemy making off with a large prize supposed to be a ship from Jamaica. This was the last cruise, and the *Sheerness* returned to her home port in June, 1748.¹

SOMERSET snow. 150 tons. 12 six-pounders. 12 swivels.

Owners: James Banister, Joseph Whitchurch, Thomas Farmer, Basil Wood and Co.; declaration 25th June, 1744, by Captain Richard Northover. On 9th July the *Somerset* sailed on her first cruise, having been built in Bristol. At seven in the evening, when about two leagues east of the Holms, she capsized when tacking, and of a crew of 96 men all were drowned except 10 men and the pilot, who were saved by clinging to the topmasts and a buoy.

SOUTHWELL.

Owners: James Laroche, Martin French, William Miller and Co. The *Southwell* was fitted out for her first cruise in London. Declaration 7th May, 1744, by Captain John Wingfield. After a successful cruise the *Southwell* is advertised on 18th September as follows:—

“On a Second Cruise The *Southwell* Privateer, Captain John Wingfield, Commander. Burthen 400 tons, mounts 24 carriage guns, nine and six-Pounders, 14 Swivels & 200 men. Now fitting at Sea Mills Dock, with the utmost expedition. Any Gentlemen Sailors that are willing to serve on board the said Ship, let them apply to the Captain at the Custom House Coffee House in the Square, who will acquaint them of the Place of Rendezvous. N.B. The said Ship is a most compleat Privateer, a prime Sailer and has taken (and brought in) eight prizes, in a five weeks Cruise.”

The “brave Captain Wingfield” died early in October.

¹ Some idea of the cost of a large privateer is obtained from a notice in the *Bristol Oracle* of 4th October, 1746, announcing the sale by auction of a 32nd share in the *Sheerness*. It was to be put up at £150, although a “£250 share was paid down at first by each proprietor.”

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Declaration 24th October, 1744, by Captain John Purnell. In December the *Southwell* took into Kinsale a French Privateer, a St. Domingo ship and four small vessels, which had sailed from Cork with provisions, had been taken by the privateer, and were now all retaken. The cargoes of two prizes called the *St. Anthony* and *Bien Pris* were sold in February, 1745, and prize-money was paid in April for the *Bon Laron*, privateer; *Reine des Anges* from St. Domingo; *Griffon*, privateer, 90 tons, sold at Falmouth in November, 1744; *Heureuse Union*, 200 tons, 12 guns, from Cadiz; *Galère*, privateer, of Bayonne, sold in Bristol November, 1744; and the *Duke of Argyll*, *Martin* and *William* from Virginia. In March, 1745, the *Southwell* took the *Chaffeur*, from Port Louis to Africa, with ammunition and carried her into Lisbon. News was received in June that she had retaken a vessel laden with provisions and taken her into Poole, and on 3rd December Captain Purnell rescued the crew of the *Success*, Captain Armstrong, from Cape Fear to London. On 10th January, 1746, money was paid to the widows and children of some men killed in an engagement on the last cruise, of which there are no details.

Declaration 5th May, 1746, by Captain John Engledue. The *Southwell* sailed on 26th May for her "fifth cruise," and some papers relating to it, from a manuscript book in Bristol Central Library, are printed as appendices. The cost of fitting out was £1,887 17s. 6d., but there was only one prize, the brig *Charming Peggy*, from Philadelphia to Cork, retaken in company with the *Blandford* and sent into Pill. The prize-money amounted to £251 7s. 3d., which gives 9s. 7d. as the value of a share, and therefore the cruise could not have been a very profitable venture. Captain Engledue's receipt for his twelve shares, value £5 15s., is entered in the book. The *Southwell* returned to Bristol in August.

Declaration 29th October, 1746, by Captain John Brackenbridge. The *Southwell* was now employed as a slaver with a letter of marque, and in October arrived at Antigua, having lost 150 slaves on the passage, but with 301 still left for sale.

The *Southwell* was probably named after Edward Southwell (1705-1755), M.P. for Bristol in three parliaments, to whom there is a monument in Henbury Church, with an inscription stating that "in the discharge of which trust, his conduct was uninfluenced by the temptations of ambition, avarice and popularity, equally true to his king and country and ever steady to what he thought right."

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TARTAR. 260 tons. 20 guns. 148 men. Letter of marque.

Owner: John Noble; declaration 29th June, 1744, by Captain Peter Bown. The *Tartar*, Captain Bown, arrived at Bristol from Gallipoli on 16th January, 1746. On the 12th she had been attacked by a French privateer of 32 guns, which was successfully beaten off after an action of three and a half hours, in which the *Tartar* had two men killed and received a large amount of damage.

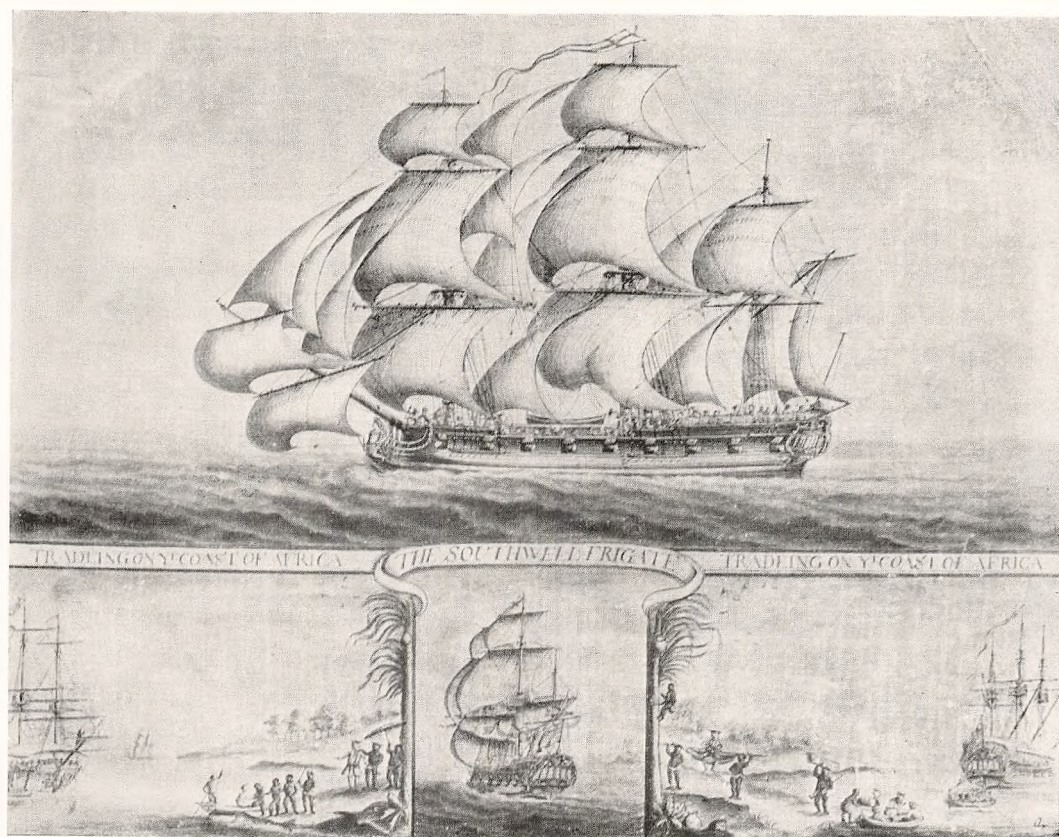
Declaration June, 1746, by Captain Thomas Thurman. On 1st October, 1747, the *Tartar*, Captain Thurman, from Newfoundland to Leghorn with a cargo of fish, arrived at Gibraltar, having fought an action of three hours with the *Pearl*, a Spanish register ship from Havana which she fell in with off the Canary Islands, "and would certainly have taken her if one of her guns had not burst. It is supposed that the *Pearl* went into the Canaries to refit."

TIGER. 560 tons. 30 guns. 6 swivels. 300 men.

Owners: Michael Miller, Jarrit Smyth and Co.; declaration 30th June, 1747, by Captain James Seix. Captain Seix for his exploits in the *Blandford* was rewarded on his return from a French prison with the command of the *Tiger* of St. Malo, 26 nine-pounders, taken on 22nd February by H.M.S. *Falkland*, and purchased by his owners. He sailed in July, and on 11th October "took the privateer *Nuestra Senora Vegonia* of Bilbao, 18 six-pounders, 12 swivels and 217 men, after half an hour's engagement, in which the Spaniard had 9 men killed and 16 wounded, and the *Tiger* 1 killed and 2 wounded; which ship he carried into Cork. Where he fitted out for another cruise in which he took the privateer *Vainqueur* of San Sebastian, 20 six-pounders, 4 swivels and 222 men, after an action of nearly three hours, all the time within pistol shot. She had 29 killed, 18 badly wounded and many more slightly wounded. The *Tiger* had 1 killed and 6 wounded with the captain, who very narrowly escaped, having had his nose grazed by a musket ball. This last prize he has brought in has given rise to the subscription which the merchants of the city of London have generously raised to reward the brave Captain Seix and we hope the foregoing account of his gallant actions will be an agreeable entertainment to every true Englishman."

Beatson says: "The merchants of Bristol presented Captain Seix with a valuable piece of plate for this important service."¹

¹ *Naval and Military Memoirs*; also Latimer, p. 268.



Bristol Museum.

THE SOUTHWELL.

400 tons, 24 guns, 200 men.

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Although not mentioned in foregoing, the *Tigress*, Captain James Connor, was the consort of the *Tiger*, and besides the two Spaniards they took the French ship *Félicité*, 260 tons, 16 guns, from Martinique, with a cargo of sugar and coffee, recaptured the snow *Union* and took a Dutch ship of 400 tons, laden with naval stores for Cartagena, and sent her into Kingroad in October. The *Nuestra Senora Vegonia* was a famous privateer of 200 tons, and is said to have taken 120 British prizes. This ship, with the *Vainqueur*, a new ship of 240 tons, was sold by auction on 21st December, 1747, while lying in Sea Mills Dock. The *Félicité* was sold soon afterwards.

On 5th March, 1748, the *Tiger* arrived with the *Santa Thérèse*, "taken eleven days after leaving this port, homeward bound from Havana with cocoa and specie. Captain Seix has put on board Admiral Warren's fleet, 17 chests and 10 barrels of pieces of eight, value £13,000. She has 250 tons of cocoa now on board and several other chests, the contents unknown. She is thought to be worth £40,000 and the Spanish captain says he will discover several other things of value."

The arrival of this prize inspired the following acrostic in the *Bristol Oracle* of 19th March, 1748:—

AN ACROSTICK ON CAPTAIN JAMES SEIX.

In Times of old Historians show,
Ajax was bold, Achilles was so too;
Myrmidon like his Myrmidons he loved,
Enraged, a Lion more than Man he proved,
Showed Pity still, to those who Pity moved.

Second to none, brave Seix does now appear,
Equal in Courage and as void of Fear;
Intrepid see him, with his Sword in Hand,
Xamples showing what a brave Command.

The *Tiger* and *Tigress*, Captains Seix¹ and Connor, returned to Bristol from another cruise in June. Two more of their prizes were the Dutch ship *Elizabeth and Susanna*, from Hamburg to Spain, and the *Marquis de Tournay*. The *Tiger* was rebuilt in 1749 (see pp. 221, 235).

¹ The *Duke of Beaufort* of Bristol, Captain Seix, from Petersburg, was lost off Dunkirk in September, 1750.

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TOWNSHEND. 250 tons. 22 guns. 16 swivels. 180 men.

Owners: Isaac and Jacob Elton, Thomas Power, Nehemiah Champion and Co.; declaration 19th November, 1744, by Captain Nicholas Lewis. The *Townshend* sailed soon afterwards on a cruise and took two prizes, one of which was ransomed for £970; the other, a French Banker, was sent in. On 25th January, 1745, the *Townshend* returned to Bristol with a rich Martinique ship.

The *Oracle* of 4th May reports that the *Townshend*, Captain Lewis, in company with the *Shoreham* and *Lowestoft*, privateers, have taken five French prizes and carried them into Lisbon. "This news is the more agreeable because as she has not been heard of since sailing from Milford, the cruise being out, made people generally give her up for lost."

On 27th June, "as a cabin boy was sweeping out the powder room of the *Townshend*, privateer, lying in the Great Dock by the new crane, at the lower end of the Key, some loose grains of powder, by accident took fire, which being communicated to two hand grenades that lay near, they both burst; but we hear no other damage was done besides wounding one man in his leg and arm, all the powder having been fortunately landed some time before."

Captain Lewis sailed on 20th July, 1745, for a cruise, but returned in October to refit, having been very much shattered in an engagement with two French privateers. Declaration 28th December, 1745, by Captain John Macnamara.

TRIAL. 150 tons. 18 guns. 12 swivels. 160 men.

Owners: Philip Protheroe, Thomas Deane, Austin Goodwin, Samuel Brice and Co.; declaration 23rd August, 1744, by Captain William Woods. The *Trial*, after fitting out in the Lime Kiln Dock, sailed in September, and a narrative of the cruise is printed in the *Oracle* of 9th February, 1745, which here follows, supplemented by extracts from a letter dated 8th November at Kinsale, and a letter from the French surgeon of the *Vainqueur* :—

"On 7th February the brave Captain Woods, commander of the *Try All*, privateer, returned from a four months cruise, in which he had taken five prizes singly, one in consort with the *Shoreham* and *Tuscany* and retaken the *Prime Minister*, privateer, with the loss of one man only and some few wounded. His first exploit was a high proof of his conduct. Falling in with part of the Brest

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squadron in the night, which had taken seven English prizes and finding in the morning that he had got into bad company, he cast about him in what manner he should extricate himself and at the same time improve the accident, both of which were executed very successfully. He singled out the *Prime Minister*, a fine ship, kept her company without being suspected, artfully drew her off to a proper distance from the rest of the fleet, in the nick of time clapped her on board, obliged her to strike, carried her off in sight of the whole fleet, sent her into Kingroad and continued his cruise."

On 9th November "he fell in with five Martinico men outward bound, which gave him an opportunity to display both his courage and conduct at the same time." The *Prophet Samuel*, Captain Dugue, 280 tons, 16 guns and 70 men; *Vainqueur*, Captain Soubiras, and *Themis*, Captain Chevret, about 140 tons and 40 men each; the snow *Hirondelle*, Captain Chantot, and brig *St. Pierre*, Captain Saleberri, both very well armed, seeing the *Trial* at a distance about 4 p.m., "sent out the brig and snow to reconnoitre her, in hopes of finding booty, but in fact caught a Tartar. Woods, whose courage never failed him was not to be intimidated by numbers, but crowding sail, gave chase to the brig and snow, who returned to the rest of the fleet and prepared them to receive him." The Kinsale letter states that "they drew into line of battle and received him warmly. As soon as Woods was up with them, he singled out the *Prophet Samuel* as the stoutest ship, gave her a broadside and then attacked the *Vainqueur* and *Themis*, who came to her assistance, fighting them all three by turns for about an hour, when night came on which obliged them, after pelting one another for some time in the dark, to shorten sail; Woods keeping them company till the morning."

The French surgeon relates that "the *Vainqueur* being ready first, gave her a broadside, the enemy coming on with all her small arms on deck and approached so near that we feared being boarded, but the *Vainqueur* firing her two large stern guns, charged with old iron, obliged her to retire a little and return our fire. Her first gun killed one man but neither the rest nor her small arms had any great effect. In the mean time the *Themis* fired at the privateer, so that she was forced to divide her fire between both ships. She then attacked the *Prophet Samuel*, which defended herself pretty well; but the fire being extremely hot on both sides, the *Vainqueur*

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came to her assistance, but falling foul of the *St. Pierre*, hindered her for some time from executing her design. In the mean time the *Themis* disengaged the *Prophet Samuel* and was at blows with the privateer; and the *Vainqueur* coming to her assistance obliged the enemy to retire." The *Trial* then engaged the *Vainqueur*, "which was astern by reason of the violent shock with the brig, which dismounted her stern guns and hindered her from sailing as fast as the rest. They battered one another for more than half an hour; then the privateer attacked the *Themis*, which made a tolerable defence till succoured by the *Prophet Samuel*, which fired smartly upon the enemy, which she returned again with interest. The *Themis* then retired and the *Vainqueur* came up to engage the enemy. This combat lasted nearly an hour, during which time both sides fired without ceasing, and in all probability would have continued to our advantage if the enemy's great sail had not taken fire. This accident obliged her to retire; but we far from making proper use of it, suffered her to go off quietly and continued our course, during which time we lost sight of her and hoped to get clear; but being refitted, we saw her again very soon following us all night, without coming within cannon shot."

To continue from the *Oracle*: "By favour of the night the brig and snow escaped and were afterwards taken by the *Prince Charles*, Captain Gwynn, of this port, without any resistance. Early in the morning Woods gave chase to the three remaining ships, and coming up with them, recommenced the fight, obliged the *Vainqueur* and *Themis* to strike, and after an hour's engagement the *Prophet Samuel* also, whom he took with him into Kinsale, sending away the *Themis*, which arrived at Aberdovey in Wales, and the *Vainqueur*, afterwards retaken by a French man of war and carried into St. Malo." The French surgeon states that the *Vainqueur* was first attacked, and "after firing five or six broadsides struck. The *Themis* did the same after a faint resistance. The *Prophet Samuel* defended herself for about an hour, but the second captain being killed, Captain Dugue no longer resisted, so that all three vessels were taken by ten o'clock in the morning. Between the three ships we fired more than 300 cannon shot, but few of them struck the enemy, so that she received very little damage; besides her rigging being infinitely better adjusted than ours, as soon as she gave us a

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broadside she immediately tacked and presented her head to us, so that our ships either were not able or knew not what to do with her."

"In his second trip," says the *Oracle*, "after refitting at Kinsale, he fell in with the *Benjamin*, Captain Regnaud, from St. Domingo, but last from the Havannah; a very rich ship, and after an obstinate engagement of two hours, in which the captain of the prize, boatswain, gunner and one sailor were killed, besides several wounded, took and carried her into Kinsale, from whence she was afterwards convoyed into Kingroad by our station ship, the *Port Mahon*, whose commander behaved very genteely by manning the prize with his own hands, and had a handsome present made him by the owners." (The *Benjamin* arrived on 28th December, and it is said she did not strike until all her rigging was disabled and her masts ready to come by the board.)

"His third trip was in company with the *Shoreham* and *Tuscany*, privateers, under an agreement to act in consort upon an equal footing, till they came to a certain latitude, when a rich St. Domingoman of 250 tons, was taken by them without resistance, and sent under the care of 10 hands from each ship into Kinsale, where she at present remains. The next day after they separated, when cruising singly, the brave and fortunate Woods fell in with a second Martinicomman, homeward bound, of about 150 tons, laden with sugar, coffee, cotton, etc., and took her likewise without resistance, carried her into Kinsale, and from thence, the cruise having expired, brought her with him to Kingroad, being the seventh prize he had taken, to the great joy and satisfaction of all his owners."

One of the last two prizes was the *Junon*, whose cargo of 270 hogsheads of sugar was sold in April, 1745. In March the *Trial*, Captain Woods, was advertised to sail in consort with the *Phœnix*, Captain Ephraim Cooke. The latter is probably the same man who, when commanding the London privateer *Ambuscade*, took the *San Pedro* with supplies for the Jacobites, and was rewarded by the King with a purse of 500 guineas.¹

Declaration 2nd September, 1745, by Captain James Connor; Thomas Doran, lieutenant. On this cruise the most notable capture was the Spanish ship *Santa Zerriaco*, Don Joachim de Lapta, 200 tons, 12 carriage guns, 4 swivels and 61 men. She had on board 2,500 firelocks with bayonets, 100 barrels of gunpowder, 150 quintals of musket balls,

¹ Beatson, i. 296. In 1745.

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and some boxes of horseshoes, besides seven chests of gold and silver to the value of £6,000. A box of papers was thrown overboard before she surrendered, and there was not much doubt that the cargo was intended for the use of the Jacobites in Scotland. There were also two Irishmen on board, one with a Spanish commission as a cavalry captain, who had been an officer in the *Princess Mary* about three years before, while the other was a pilot. They were both sent to London for examination by the Duke of Newcastle.

In May, 1746, Captain Connor sailed on a cruise, and in June was taken by a French privateer of 24 guns and 370 men; the *Trial* having 16 guns and 130 men. The fight was fiercely contested for several hours, and the *Trial* did not strike until most of her officers were killed or wounded. She was retaken soon afterwards by a British man-of-war, and on her return to Bristol, when coming up from Hungrood on 23rd July, she "overset in the river, near Osborn's Dock, but righted the next tide with very little damage." Captain Connor sailed again in August and cruised without much success until the following March. Declaration 24th July, 1747, by Captain Abraham Saunders.

TUSCANY. 230 tons. 18 guns. 40 men.

Owners: James Day, Walter Hawksworth, James Laroche, Samuel Jacob; declaration 15th December, 1740, by Captain Edward Nicholas. This ship was fitted out as a privateer at London in 1744; declaration 17th May, by Captain Nicholas, who arrived at Bristol on 11th August with the French prize *Sampson*, 250 tons, from St. Domingo to Rochelle, with 245 hogsheads of sugar and indigo, which the *Tuscany* had taken when on a voyage from London to Newfoundland.

Declaration 22nd September, 1744, by Captain Robert Raitt. The *Tuscany*, now mounting 24 six-pounders, 20 swivels, with a crew of 180 men, sailed shortly afterwards, and in December took a homeward-bound French ship from Martinique, sent into Kinsale, and also recaptured two snows, one from Newfoundland and the other bound to Antigua. The French ship was probably the *St. Matthieu* of Havre, which arrived on 28th December. Her cargo of 170 hogsheads of French sugar, 41 bags of cotton, 320 bags and 3 barrels of coffee, and 6 bags of cocoanuts, was sold in February. Early in 1745 the *Tuscany* was cruising in company with the *Trial* and *Shoreham*. The following is an example of a notice for payment of prize-money:—

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“ 12th April, 1745.

“ Notice is hereby given that the Officers and Company of the *Tuscany*, privateer, who were on board at her taking the prize *St. Matthew* and at the retaking the *Adlington*, who were not paid their respective shares at the Bell in Broad Street on Friday the 9th of this inst. may receive it the next Friday between the hours of 9 and 12 in the Forenoon and so every Friday afterwards till the whole is paid.”

Declaration 27th March, 1745, by Captain Hugh Bromedge. In May the *Tuscany* sent a retaken ship from Virginia to Whitehaven into Kingroad. The *Oracle* of 10th August contains the following letter from Captain Bromedge, dated 24th July, at Nantes :—

On 11th July about 5 p.m. “ we saw three sail and about seven in the evening, two of them bore away and gave chase to me and about eight came up, one on the weather and the other on the lee quarter. After hailing and finding I belonged to Bristol, they bid me strike or they would sink me, to which I answered, they must come on board and do it themselves ; whereupon they gave me three broadsides and a double discharge of their small arms which I immediately returned. The engagement began at half past eight and continued three hours ; we then separated to mend our rigging which was all cut to pieces. At daylight next morning seeing them ranging up with a design to board me and knowing there was no escaping I submitted to superior force rather than sacrifice my people to no purpose. I had 4 men killed and 14 wounded. The ships we engaged were the *Bellona* of 36 and *Mars* of 32 carriage guns, nine, six and four-pounders, besides 24 swivels each, who according to their own account fired above 180 cannon at us and 2,400 small arms besides swivels and I fired about 120 cannon and 800 small arms, besides swivels. As soon as I came on board the *Bellona*, I presented my commission and sword, which was returned and the captain insisted on my wearing it both on board and ashore here, where I arrived the day before yesterday and am with all my officers very well used. I was taken in 47° 40' N., 10° 45' W. On the 16th the above privateers engaged two English privateers supposed to be the *Southwell* and *Sheerness*, and the first broadside shot away the fore topmast of one of them.”

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In the following year Captain Bromedge commanded the *Prince Frederick* of London, one of the "Royal Family" privateers, and in May, 1747, with Captain John Green of the *Prince George*, retired, "not chusing to continue the sea any longer, as they thought they had already made a sufficiency for life."¹

VERNON. 100 tons. 16 guns. 100 men.

Owners: Isaac Hobhouse, James Laroche, Isaac Elton, Edward Wilcocks, Michael Atkins; declaration 6th September, 1740, by Captain Peter Bonnamy. In this year the *Vernon* is said to have taken several prizes off the Canaries, one of which was worth £18,000, and another, a Dutch ship, with some Spaniards of note on board.²

Some of the *Vernon's* crew were concerned in the abduction on 19th January, 1741, of Sir John Dinely Goodere by his brother Captain Samuel Goodere of H.M.S. *Ruby*, then lying in Kingroad. Sir John was seized close to St. Augustine's Church by a party of about 16 men belonging to the *Ruby* and *Vernon*, taken down the river to the former ship, and there strangled on board at his brother's order by two men named White and Mahony, who were afterwards convicted and hanged on Dunball Island, at the mouth of the river. Captain Sir Samuel Goodere, R.N., met the same fate on the top of St. Michael's Hill. The Government tried to move the case into the Admiralty Court, but Sir Michael Foster, the Recorder of Bristol,³ who tried the murderers, pointed out that Bristol was exempted from its jurisdiction by Henry VI's charter granted in 1446. This constituted Bristol a separate Court of Admiralty, not abolished until 1835. The motive for the crime was a baronetcy, and £3,000 a year to which Captain Goodere would have succeeded. The rendezvous of the "working party" was the White Hart Inn, which stood on the site of 41 College Green, now occupied by Messrs. Jolly and Son.

Declaration 22nd May, 1744, by Captain Henry Forres; same owners. The *Vernon* was given up as lost, but in August was reported as having taken a Martinique ship.

¹ *Voyages of Commodore Walker*, 1928 edition, p. 139.

² *Bristol: Past and Present*, iii. 304.

³ Born at Marlborough 1689; married 1725 Martha, daughter of James Lyde of Stanton Wick, Somerset; Recorder of Bristol 1735-64; declared the legality of impressment and knighted 1745; died 1763; buried in Stanton Drew Church, near Bristol, where there is a monument.

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VERNON frigate. 150 tons. 20 guns. 35 men. Letter of marque ship.

Owner: Richard Prankerd; declaration 1st October, 1741, by Captain William Braginton; John James, lieutenant. The *Bristol Oracle* reports that on 20th November, 1743, the *Vernon* frigate of Bristol, Captain James, bound to London, "which was a missing ship at 43 guineas per cent. had been taken by the Spaniards and carried into Brest. In a storm the crew were obliged for preservation of their lives to throw 14 of their guns overboard and the remainder having their powder wet were of no service, but a running fight was maintained with their small arms with great resolution, till the captain received a wound in the shoulder of which he died a few days later when the ship became a prey to the enemy."

VULTURE snow. 150 tons. 14 guns. 140 men.

Owners: James Laroche, David Dehany, Richard Warren, William Oliver and Co.; declaration 27th April, 1744, by Captain Hugh Bromedge; Thomas Elworthy, lieutenant. In May the *Vulture* recaptured a British merchantman off the Spanish coast, which had been taken by a Spanish privateer a few days before. One of the prize's crew informed Captain Bromedge that there were two more vessels, the *Dursley* galley, Captain Braginton, from Jamaica, and the *Prince Frederick*, a Londoner from South Carolina, lying at Port Muros in Galicia, under a fort of 18 guns. The *Vulture* forthwith sailed for that place, which was entered by a boat's crew during the night, and whilst the Spaniards were carousing in the *Dursley*, the vessel was attacked and captured with many of the prize crew on board. The cargo of the other ship (which was also taken), having been put on board the *Dursley*, the double cargo, consisting of African and West Indian produce, was of great value. Both ships were sent to Kinsale.

On 14th June the *Vulture* took *La Roche* of Bordeaux, but on the 25th she was herself taken by the *Galère*¹ of Bayonne, Captain Larue, whose account of the action is in the *Oracle* of 21st July:—

"On the 24th June, at four in the evening, we perceived two ships to windward steering east, came up with them in about 10 hours and then shortened sail, keeping them in sight till the morning;

¹ The *Galère* was the vessel mentioned on page 167 as taken by the *Soutbwell*. Captain Larue must have been a prisoner in Bristol, and given this narrative of the capture of the *Vulture* to the *Oracle*.

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that about 3.30 the weather being very serene he gave chase and having observed one to be a snow and the other a large three masted vessel of 14 guns and that they were preparing to engage, he hung out French colours and saluted them with a six-pounder, and then began to fire on the *Vulture* who returned the compliment with several vollies as well as from the French ship that was with her. Upon which Larue, being very near, endeavoured to board the privateer under a continual fire of artillery and small arms which was as briskly returned by the enemy, inasmuch as he received nine shot betwixt wind and water, five in the gunner's room and four aloft which did great damage. He then attempted to board a second time being not above a fathom distant under the continual fire of cannon and small arms made with uncommon courage. The English captain then demanded quarters upon which Larue went on board. The French ship though at a distance all the time of the engagement, yet was firing on Larue and did his rigging great damage but seeing the English privateer taken, struck his English and hoisted French colours. The engagement lasted four and a half hours within musket shot. The second lieutenant and 11 men were killed and 6 wounded in *La Galère*."

In July it was reported that the *Vulture* had been retaken by the privateers *Thurloe* and *Blake* of Liverpool and carried into Cork. In August, 1745, the *Oracle* states that the *Vulture* "has been rebought by some of our merchants and has arrived this week from Ireland."

On 8th September, 1745, the London privateers *Prince Frederick*, Captain James Talbot, and *Duke*, Captain Morecock, arrived in Kingroad with two very rich prizes, the French ships, *Lewis Erasmus* and *Marquis d'Antin*, taken on 10th July. Some of the treasure, which included 1,093 chests of silver, was transhipped and sent up the river in the *Vulture*. The following extract from the *Bristol Oracle* of 24th January, 1747, relates to one item:—

"This is to give notice that The Curious Fine Sculpture or Carving in Marble, representing our Saviour's Life, from the Institution of the Lord's Supper to his Resurrection, found among the great treasure taken by the *Prince Frederick* and *Duke* privateers and brought into Bristol, which has given such universal Satisfaction to the Nobility, Clergy, Gentry and Principal Inhabitants of this

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great city, is removed from the Rummer Tavern in All Saints Lane, near the Exchange, to the great house opposite Temple Cross (Two great Lanthorns hanging at the Door), and will continue there during the Fair. To be seen from 8 in the morning till 10 in the evening at 6d. each person.”¹

Another item was “a gold church in miniature,” and the whole treasure valued at more than £700,000, was taken to London in forty-five wagons.²

WINFORD. 150 tons. 12 guns. 40 men.

Owners : Jacob Elton and Sons ; declaration 26th September, 1744, by Captain James Denn. In March, 1745, it was reported that the *Winford*, bound from Bristol to St. Kitts, had been taken by the French and carried into Guadeloupe, “from whence Captain Denn made his escape and came home master of the *Fantyne*, which had lost three captains and 40 hands on her passage from Europe to Africa and the Leeward Islands.”

LIST OF SHIPS WITH TONNAGE, GUNS, SWIVELS, MEN, DATES OF LETTER OF MARQUE DECLARATIONS, COMMANDERS AND OWNERS NOT MENTIONED PREVIOUSLY.

ADVENTURE	.	.	.	.	.	1744	
ANN galley	.	.	.	.	.	160 10 35 1.10.1747.	Robert Cowie. William Gordon & Co.
ATLAS	.	.	.	.	.	200 10 6 7.8.1744.	Morrice Cole. William Iles, John Hobhouse, Henry West. Fitted out at Plymouth.
BERKELEY	.	.	.	.	.	120 14 40 14.8.1739.	Peregrine Stockdale. Edmund Saunders, Abel Grant, Richard Karr, James Laroche, Thomas Gibbs, Humphrey Fitzherbert.
BETTY	.	.	.	.	.	180 10 40 1.4.1748.	William Bundy. William Allen, John Thompson, John King, James Laroche.

¹ *Felix Farley's Bristol Journal* of 29th December, 1753, states : “This day will be exhibited to the curious, in a commodious room at the old Raven Tavern in High Street, Mr. Motet's six inimitable pieces of marble sculpture, which represent the scriptural transactions of our Saviour's life, from the institution of his last supper, to his Resurrection, in upwards of 400 fine figures in relievo, designed as a present for the French king, to adorn his royal Chapel at Versailles ; but taken during the late war.” Mr. Motet was the owner.

² Twenty-two left on 25th September and twenty-three the following day.

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BLACKJOKE	.	.	80	8	80	24.7.1744.	John Baker.
privateer							Isaac Elton, James Laroche, David Dehany, Edward Wilson.
BOSTON galley	.	.	150	20	100	11.7.1744.	Miles Hammett.
							Joseph Iles.
BRISTOL frigate	.	.	400	18	40	24.12.1747.	William Smith.
							Isaac Hobhouse, Michael Atkins, Thomas Deane, Thomas Harris, John Curtis.
CÆSAR.	.	.	250	18	16 150	3.7.1744.	George North.
							Stephen Nash, William Barrow ; George Mackensey of Cowes. In June, 1750, the <i>Cæsar</i> of Bristol, Captain Sparks, from Honduras, was reported sunk "on the bar of Carolina."
CRUIZER	.	.	90	10	8 80	5.5.1745.	John Macnamara.
							Edward Wilcocks, Isaac Elton, James Laroche, Austin Goodwin, Edward Cooper, Thomas Deane, Francis Rogers, Samuel Brice.
DEFIANCE	.	.	200	18	50	3.2.1742.	John Gardner.
							Thomas Harris, James Watford, Thomas French ; William Beckford of Jamaica.
DISPATCH snow	.	.	60	8	12 60	23.4.1744.	Robert Raitt.
privateer							Edward Bourne, Michael and Cranfield Becher, Thomas Power, Robert Bound.
DUKE OF ARGYLL	.	.	250	22	50	23.10.1740.	Joseph Ludlow.
						23.4.1745.	Joseph Ludlow.
							Lionel Lyde, ¹ Edward Cooper.
EMPEROR	.	.	270	30	160	25.11.1745.	Charles Gwynn.
							Christopher Devonshire, William Reeve, Benjamin Newport, Job Charleton, Daniel Woodward, John Collett, Joseph Love & Co.
FARMER	.	.	100	20	120	10.4.1744.	James Seaborn.
privateer						25.6.1744.	Philip Hogan.
							Thos. Deane, Stephen Perry, Nathaniel Hodgson, Thomas Ebbsworth.
FRIENDSHIP	.	.	250	20	130	17.9.1746.	Joseph Campbell.
						13.11.1747.	Thomas Beatman.
							Martin French.

¹ Sheriff, 1722 ; Mayor, 1737 ; Master of Merchant Venturers, 1741 ; died 13th March, 1745 ; " an eminent Virginian merchant and one of the Aldermen of this city."

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GOLDEN EAGLE	.	160	14	40	22.5.1747.	William Hinton. Walter Hawksworth, James Howe. In March, 1750, the <i>Golden Eagle</i> , Captain Hinton, from Leghorn to Ancona, was reported lost with all hands except one man.
GRAND ALEXANDER privateer		350	22	200	19.1.1748.	Matthew Combe. Same owner as <i>Hawke</i> . Took the <i>Notre Dame des Ange</i> s early in 1748.
GREAT BRITAIN.	.	400	22	40	18.3.1742. 25.11.1744.	James Cruikshank. James Cruikshank. James Calwall, sole owner.
HANOVER pink	.	200			18.7.1740.	Richard Northover.
HARLEQUIN. privateer	.	250	20		13.7.1745.	John Bartlett. Same owners as <i>Southwell</i> .
HECTOR	.	600	30	60	24.3.1748.	William Jones. Thomas Reynolds, John Hiscocks.
JOHN AND MARTHA		140	14	30	22.10.1746. 20.11.1747.	John Clark. Alexander Hamilton. William Musgrave, Henry Godwin, John Avery, Will. Stephens.
KING OF SARDINIA	.	300	22	50	23.3.1748.	Thomas Thurman. John Noble. Foundered at sea in October, 1750, when bound from Cadiz to Newfoundland; crew saved by <i>Speedwell</i> , Captain Bellamy, and taken to London.
KINGSTON	.	250	18	40	8.2.1745.	Anthony Fox. Thos. Deane, Jas. Laroche, John Thompson, Wm. Berrow & Co.
LONDON galley	.	170	18	60	16.12.1742.	John Mitchell. John Noble, sole owner.
MOLLY AND BETTY	.	200	16	50	3.1745.	Isaac Wakley (see p. 149).
NESBIT galley	.	100	20	40	21.12.1739.	John Starky. James Calwall.
OLIVE TREE	.	100	10	40	19.11.1747.	Newell Harris. Richard Frank, Elisha Hollier, Edmund Lewis.

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PEARL sloop privateer	.	.	100	16	90	25.7.1744.	Robert Reynolds. 15.9.1744. Thomas Williams. Edward Wilcocks, Sir Abraham Elton, Thomas Fane, Edward Wotley, Daniel Woodward; Messrs. Devonshire & Reeve.
PHŒNIX privateer	.	.	150	18	40	23.1.1741.	David Arthur. 3.4.1745. Ephraim Cooke. Henry Gresley, Richard Farr, sen. and jun., John Brickdale, Rice Charleton, William Berrow, Paul Weston, Thomas Deane.
PLANTER	.	.	150	18	40	4.7.1745.	Hercules Lavers. Isaac Hobhouse, Edward Charleton.
PORT MERCHANT	.	.	200	10	30	8.4.1746.	John Purnell. ¹ Messrs. Devonshire & Reeve; James Pardoe, Thompson Crofts, Mitchell and Richard Meyler, Corsley and Francis Rogers.
PRINCE HARRY.	.	.	90	24	40	12.8.1740.	James Phelps. Chas. Scandrett, Wm. Gordon, Richard Meyler, Philip Protheroe, Job Charleton, Joseph Beech.
ST. GEORGE	.	.	250	18	40	22.12.1744.	John Mitchell. John Noble.
ST. KITTS MERCHANT	.	.	180	16	40	10.5.1745.	James Denn. Jacob Elton & Son.
SCIPIO .	.	.	300	20	60	22.1.1745.	Peter McTaggart. Thos. Easton, Jeremiah Ames, Edward Whatley, William Gordon.
SEEKER privateer	.	.	70	6	12 40	18.4.1747.	James Pollock. Thomas Easton & Co. Taken into St. Malo, May, 1747.
SPY privateer	.	.	50	6	8 40	1.4.1747.	George Burford. Thomas Easton & Co. Taken into St. Malo, May, 1747.
SEVERN	.	.	170	18	35	17.4.1740.	Peregrine Musgrave. Nehemiah Champion, Isaac Elton, Robert Dunham, Edward Wilcocks, Robert Whatley, William Braginton, David Dehany.

¹ Captain John Purnell died 30th March, 1791.

WAR OF THE AUSTRIAN SUCCESSION, 1739-1748

SUSANNA	.	.	.	200	12	30	8.1.1745.	Alexander Wood.
								Alexander Wood.
TIGRESS	.	.	.	260	24	200	30.6.1747.	James Connor.
							6.12.1748.	John Hamley.
								Miller, French & Co.
UNION	.	.	.	390	30	70	26.1.1741.	George Timberman.
								Gabriel Goldney, Chas. Harford, Caleb and Vickris
								Dickinson, Francis Rogers, David Dehany,
								Andrews Lloyd.
ZANTE PACKET	.	.	.	200	16	35	3.8.1743.	John Kirby.
							11.12.1744.	John Kirby.
								Jacob Elton & Co.

NOTES.

REGISTER SHIPS.—“Vessels belonging to merchants who by payment of a certain sum were privileged to carry goods to any part of the Spanish settlements. They were free to move independently, sailing when they wished and steering their own courses.” (Admiral Sir William Richmond, *The Navy in the War of 1739-1748*, i. 17.)

ADMIRAL EDWARD VERNON (1684-1757).—Admiral Vernon arrived at Kingroad in H.M.S. *Boyne* on 6th January, 1743, from his West Indian campaign which was famous for the capture of Porto Bello and the failure at Cartagena. Latimer states that in Bristol “he was greeted with great acclamations in proceeding to Small Street to partake of the hospitality of the Mayor, Sir Abraham Elton. A week later, 30 chests of silver bullion, containing about 900,000 pieces of eight, ‘a large portion being the glorious trophies of the admiral’s conquests,’ were taken out of his ship and dispatched to London. By dint of much exertion the journey was completed in five days.” At one time there was a tavern called the “Admiral Vernon” on the corner of Princes Street, opposite the Merchants’ Hall, and at least three Bristol vessels were named after the admiral. Lawrence Washington, half-brother of George Washington, served at Cartagena, and in 1743 named his estate on the Potomac “Mount Vernon,” “in remembrance of his admired commander.” Vernon is also well known for his order, dated 21st August, 1740, authorizing the mixture of water with the seamen’s rum. This is said to have acquired the name of “grog,” from the admiral’s nickname “Old Grog,” given to him because of his habit of wearing a boat-cloak made of a material called grogram.

CAPTAIN JOSEPH FARRELL.—On 29th August, 1751, “was interred, all that was mortal of that worthy merchant, Captain Joseph Farrell, who for 20 years last past was the most considerable importer of tobacco of this city. During the funeral procession minute guns were discharged from the ships at the Key to do honour to his memory and to testify the grief of our city for the loss of so great a benefactor to the trading interest. His character was so aimable, we want words to describe it fully. In short, the general loss which our city sustains by his death would be the more lamentable had he not left behind him a nephew, who promises to be the exact pattern of his worthy deceased uncle in benevolence, virtue and industry.” (*Felix Farley’s Bristol Journal*, 31st August, 1751.)

CHAPTER XIII

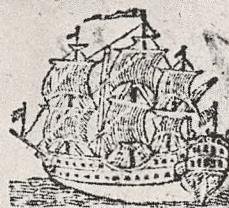
SEVEN YEARS' WAR, 1756-1763

UNOFFICIAL hostilities had existed for about twelve months prior to the declaration of war by Great Britain against France on 18th May, 1756, followed by the declaration of France on 9th June.¹ Latimer states that "immediate measures were taken by the leading merchants and shipowners for the fitting out of privateers. The zeal displayed on this occasion produced a fleet of cruisers far exceeding anything attempted in previous wars; for within little more than a twelve months nearly 40 Bristol ships had been equipped and sent to sea, over 20 more being added in the two subsequent years." This activity, however, only lasted for the first two or three years, as *Felix Farley's Bristol Journal* of 9th June, 1759, reports that "of 56 privateers fitted out at this port there is at this time but a single one remaining at sea; the rest are either laid up or altering for mercantile service." In December of the same year there were 1,240 French prisoners in confinement at Knowle.

On 2nd January, 1762, Great Britain declared war against Spain, followed by Spain's declaration on the 16th. On 4th June letters of marque were issued against both France and Spain. This led to a renewal of privateering and the fitting out of several more vessels, but the war did not last much longer, and was concluded by the Treaty of Paris signed on 10th February, 1763.

Latimer gives extracts from a letter dated 22nd May, 1759, "addressed to Mr. Nugent, M.P., by John Noble, Robert Gordon and other eminent merchants, soliciting the protection of the Government 'in our deplorable case of the Dutch captures.' A petition drawn up for presentation to Parliament accompanied the letter. The petitioners allege that at an expense of £300,000 they had equipped and sent out a great number of privateers, which had been instrumental in preserving the commerce of the country and in annoying the enemy. Many French privateers had been captured as well as ships laden with provisions,

¹ Instructions for privateers against France, 5th June, 1756.



BRISTOL, August 28, 1756.
On a CRUISE,

The CÆSAR, PRIVATEER,

A Prime Sailor, and built for that Purpose, with the best Accommodations, EZEKIEL NASH, Commander, Burthen 360 Tons, 20 Nine and Six Pounders, and 200 Men; will sail in 30 Days, having a Protection for the Ship's Company. All Officers, Sailors, and able-bodied Landsmen, who are disposed to enter on board the said Privateer, let them repair to Mrs. Magnus's at the Gibb, where they shall meet with all proper Encouragement.



BRISTOL, August 31, 1756.
On a CRUISE,

The LYON PRIVATEER,

A PRIME SAILOR,

Robert How, Commander,

BURTHEN 360 Tons, 24 Nine and Six Pounders, and 250 Men; will sail in 20 Days, having a Protection for the Ship's Company. All Officers, Sailors, and able-bodied Landsmen, who are disposed to enter on board the said Privateer, let them repair to the *Three Cups* on the Back, where they shall meet with all proper Encouragement.



BIDEFORD, August 30, 1756.
On a CRUISE,

The TYGRESS, PRIVATEER,

A PRIME SAILOR,

William Burch, Commander,

BURTHEN about 200 Tons, 16 Six and Four Pounders, and 120 Men, will sail in 30 Days, having a Protection for the Ship's Company. All Sailors and able-bodied Landsmen who are disposed to enter on board the said Privateer, let them repair to the *Town Arms*, on the Key at BIDEFORD, where they shall meet with all proper Encouragement.

From Bristol Central Library.

PRIVATEER ADVERTISEMENTS FROM "FELIX FARLEY'S BRISTOL JOURNAL,"
11TH-18TH SEPTEMBER, 1756.

SEVEN YEARS' WAR, 1756-1763

ammunition and goods for the enemy; and more would have been caught but for the wiliness of the French in shipping their imports in neutral bottoms. The petitioners, encouraged by the king's declaration that he would not suffer French trade to be carried on under foreign flags, had seized vessels under Dutch and other colours trading with the French colonies; and such vessels had been duly condemned, with the effect of causing the petitioners to send out more privateers at great expense, by which many more neutral ships had been captured. If such prizes were to be delivered up, as was demanded by the neutral governments, many of the petitioners 'who have ventured all or a large part of their property on the faith of the king's declaration, if not totally ruined, will be greatly injured and many thousand brave seamen, whose sole dependence is upon their prize money, will be reduced to the utmost distress.' The matter nearly occasioned a war with Holland. Eventually one ship was given up to the Dutch and privateer owners were ordered to be more careful in their treatment of neutrals."¹

The following summary gives the principal events in which Bristol privateers took part:—

In 1756 the *Tiger*, "so famous in the last war," captured the *Nestor* and *Comte de Noailles* and the *Britannia*, Captain Davids, brought in a large French ship taken off Cape Ortegal.

In 1757 the *Cæsar*, Captain Nash, fought a long action with the *Robuste*, said to have been "a King's ship," and the *Lion* engaged, and would have taken, the *Victoire*, if her two consorts had not hove in sight. The *Scorpion*, of greatly inferior force, had her captain killed in a fight of nearly five hours with the *Ruby*, from which she was successful in escaping. The privateer *Vin du Village* was taken by the *Tartar*, and the *Hawke*, Captain Connor, was taken by the *Aigle*, a more heavily armed ship. The new privateer *Granville* was also blown up in action with the *Britannia*.

In 1758 the *Tiger* was taken by the French man-of-war *Rose*, and the *Phoenix*, Captain Read, took the privateers *Groignard* and *Bellone*. On 26th April the *Bellona*, Captain Richards, cut out 14 vessels from St. Martin's Road in sight of 11 French men-of-war. The *Bellone* had been taken by an officer and five men in a boat, and Latimer states that "it is needless to say the contrast between the conduct of the English and French *Bellona* was the source of exultation in Bristol." In October

¹ Latimer, *Annals*, p. 338.

BRISTOL PRIVATEERS AND SHIPS OF WAR

the *Duke of Cornwall*, Captain Jenkins, recaptured H.M.S. *Winchelsea*, the second King's ship to be retaken by a Bristol privateer.

In 1759 the *Prince Ferdinand* and *Grace*, letter of marque ships, beat off French privateers, the *Salisbury* was taken, and a desperate affray took place at Cardiff between the press-gang and the crew of the *Eagle* galley.

In 1760 the *Jupiter* was taken by two French privateers, after a gallant defence of more than five hours, and on 23rd November the *Constantine*, Captain Forsyth, took the *Victoire* of superior force and commanded by M. Arnoux, a famous French privateer commander.

On 1st May, 1761, the *Duke of Tuscany*, Captain Malone, blew up and went down with colours flying after a long action with the *Duc de Biron*, only five being saved out of about 150 on board. In this month also occurred the mutiny of the *King George*, Captain Read, though a few months later this ship redeemed her reputation by the capture of the *Beaumont* after a severe action. On 13th December the *Eagle* galley, Captain Dibdin, successfully escaped from Vigo, in spite of the Spaniards' efforts to detain her.

On 22nd June, 1762, the *Duke of York*, Captain M'Greagor, cut out four prizes from under the guns of a fort in Cape Finisterre Bay. On 27th July the *King George*, Captain Read, engaged two French men of war armed *en flûte*,¹ and on 4th August she recaptured the *Tiger*, which was convoying five French vessels.

There are two cases recorded in this war of the revocation of letters of marque, Captain Patrick of the *Fame*, for misdemeanours at Leghorn in 1760, and Captain Greatrakes of the *Sampson*, presumably for resisting the press-gang in the same year.

Captain John Read, commander of the *Constantine* in the former war, gained more reputation in the *Phœnix* and *King George*. The newspaper records that on 19th June, 1758, Captain Read, "late commander of the *Phœnix* privateer, when near Uphill, was attacked about 3 a.m. by two highwaymen, dressed like farmers, armed with large clubs; but on Captain Read declaring that he would not be robbed by anyone and that he would knock down the first that should oppose him, they gave a signal and made off." Latimer quotes an advertisement from the *Bristol Journal* of 7th May, 1768, which states that "Whereas certain ill-disposed persons in and about Frenchay have propagated a report that

¹ Vessels with their upper tier of guns dismantled and fitted for carrying troops and stores.

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Capt. John Read of that place had murdered his negro servant, and that Thomas Mountjoy of Whiteshill, surgeon, had dissected the body," the announcement offers £10 reward for the discovery of the author of the report, adding that in order "to clear his character" Captain Read had been "at the expense of returning to Frenchay from London, and bringing the negro with him, notwithstanding he had made him the property of another person by sale." Captain Read died at Frenchay on 10th December, 1780, "a man no less esteemed for his loyalty, than his intrepidity, of which he gave eminent proofs in the two preceding wars with the French and Spaniards, when he commanded several private ships of war out of this port."

The following notes are compiled, unless otherwise stated, from *Felix Farley's Bristol Journal*. There are no prints of the ships of this war.

The *Tigress*, given in Latimer's list, belonged to Bideford, and fitted out there in 1756; she was 200 tons, 16 six and four-pounders, and was commanded by William Burch. The *Antelope*, Captain Laurence Boyd, and *Amazon*, Captain Joseph White, both sailed out of Bristol, but belonged to London.

* * * * *

ANSON. 200 tons. 14 six-pounders. 150 men.

Owners: James Laroche, Richard Farr, Isaac Elton, Michael Becher and Co.; declaration 7th June, 1756, by Captain Robert Wapshutt. The *Anson*, fitted out in Sea Mills Dock, was the first Bristol privateer of the war. She sailed on 2nd July and returned in August with the *Marie Esther*, 500 tons, and *Aimable Julie*, 160 tons, both homeward-bound St. Domingo ships valued at £20,000, which struck after firing one round. Another prize was the snow *Promethe*, 80 tons; all three were sold in October. The "fortunate *Anson*" was cruising for the remainder of the year, and then laid up for the winter.

In June, 1758, when in company with the *Constantine*, the *Anson* took a large ship bound for Canada, and not long afterwards, in company with the *Constantine* and *Dreadnought*, took the privateer *Bayonette*, of Bayonne, 18 guns and 142 men, with her prize the *Anna* pink,¹ from Virginia, which were both sent into Falmouth. Later in the year a Dutch ship was sent into Cork, and the *Anson* returned to Bristol in November.

¹ A name given to a ship with a very narrow stern. (Falconer, *Marine Dictionary*, 1769.)

BRISTOL PRIVATEERS AND SHIPS OF WAR

Robert Wapshutt is the "cruel captain" of a small book published about 1761, entitled "*The Unfortunate Shipwright or Cruel Captain Being a Faithful Narrative of the Unparalleled Sufferings of Robert Barker, late Carpenter on board the Thetis snow of Bristol in a Voyage to the Coast of Guinea and Antigua.*" London. Printed for the benefit of the Sufferer and may be had with or without the second part, Price 4d. each, at Mrs. Carrington's, in Union Court, opposite St. Andrew's Church, Holborn." The author was born at Wigan, 12th January, 1729.

Barker joined the slaver *Thetis*, Captain Fitzherbert, in 1754. On arrival at Andoni in West Africa, the captain died and was succeeded by Wapshutt, who was chief mate. Barker having made a complaint about the food, Wapshutt accused him of inciting the crew to mutiny, and had him confined in irons and kept on deck exposed to all weathers until the *Thetis* arrived at Antigua in October, 1755, a period of seven weeks. Barker was then sent home in H.M.S. *Advice*, Captain Affleck, and in May, 1756, was on board H.M.S. *Torbay*, where he was spoken to by Captain the Hon. Augustus Keppel, and a collection raised for him by the crew. He arrived in Bristol with his eyesight destroyed as a result of the treatment he had received. The Mayor and Aldermen having allowed him a pension of 3s. 6d. a week for life, he commenced an action for damages against Captain Wapshutt, who was arrested in 1757. The case was finally settled by Sir Michael Foster in February, 1758, who awarded Barker £26 instead of the £150 asked for.

ANTIGUA FACTOR. 100 tons. 10 guns. 15 men. Letter of marque.

Owners: Isaac Elton, sen. and jun. In March, 1760, the *Antigua Factor*, Captain Coleman, arrived at Bristol from Bilbao in seven days, having taken off Brest *La Colombe*, bound from that port to St. Domingo. Declaration 30th April, 1762, by Captain John Wheden.

BELLONA. 110 tons. 16 guns. 10 swivels. 90 men.

Owners: Thos. Deane, Jeremiah Ames, Wm. Delpratt, Philip Jenkins, Joseph Bower; declaration 19th August, 1757, by Captain Thomas Richards. *Felix Farley's Bristol Journal* of 27th May, 1758, reports that the *Bellona*, Captain Richards, had arrived at Galway on the 25th. "On 26th April he went into St. Martin's Road, near Rochelle, and cut out 14 French merchantmen, two of which, of 100 tons, each laden with wine and brandy, he has brought into Galway. The other

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twelve the captain hopes have got safely into other ports in Great Britain or Ireland. This action was done at noon within gunshot of seven French men-of-war of the line and four frigates. The captain supposes these to be part of the fleet dispersed by Admiral Hawke." This refers to an attack made on 4th April by Hawke, with seven ships of the line and three frigates on five French ships of the line, besides six or seven frigates, and about 40 transports with 3,000 troops, destined for America. Several of the latter were driven on shore, and 150 marines were landed on the Isle d'Aix, who destroyed the works there and safely re-embarked. "Hawke sailed on the 6th, having effectually prevented the dispatch of supplies to America, and, it may be, so facilitated the conquest of Cape Breton and its dependencies."¹ The *Bellona*, having contributed her quota towards the same good work, returned to Bristol in June, 1758.

BELLONA II. 100 tons. 12 guns. 10 swivels. 80 men.

Owners: John Noble; Luke Noble of Taunton; declaration 12th November, 1757, by Captain William Read. In August, 1758, it was reported that the *Bellona* had sent three Turkish ships into Zante, where she arrived from a cruise in September.

BLACK PRINCE. 150 tons. 18 four-pounders. 50 men.

Owners: James Laroche, junior, John Gresley, William Delpratt, John Thompson; declaration 18th April, 1762, by Captain William Miller. This ship was a slaver, carrying, as many of them did, a letter of marque. On 24th April she was towed down the river by "3 tow boats, 2 yawls, 6 oxen and 2 horses," arriving at St. Paul de Loanda on 26th June. After a long stay on the coast the *Black Prince* sailed from Annamboe² on 1st March, 1763, for Antigua, where she arrived on 8th May, a passage of 68 days. On 3rd July she sailed from Antigua for Bristol, arriving on 10th August. A logbook in Bristol Central Library contains the journal of this voyage, apparently kept by the commander, and the commencement of another from 5th September, 1764, when the *Black Prince* sailed from Bristol, and ending 19th December, 1764, on the west coast of Africa.

Latimer states that "on 7th November, 1771, John Shoals was tried at the Admiralty Court, London, for the murder of one M'Coy on board

¹ Laird Clowes, iii. 191.

² Now Anamabu, Gold Coast.

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the *Black Prince* in January, 1769. Shortly after the ship left Bristol on a slaving voyage the sailors resolved to seize the vessel and turn pirates. The captain and nine officers were forced into a boat, which soon afterwards sank. M'Coy, who acted as cook, having incurred the displeasure of the crew, was tried by a mock court-martial, of which Shoals was a member, and having been sentenced to be hanged, was suspended from the yard-arm, but the rope broke and he fell into the sea and perished. Prisoner was acquitted of murder but executed for piracy. The *Black Prince* eventually stranded on Hispaniola."

It has been ascertained that in 1769 the *Black Prince* was got off the shore at Petit Trou, Hispaniola, and it is possible, though the fact has not yet been proved, that this vessel was the *Black Prince*, purchased by Congress in 1775, which became the first ship of the United States Navy.¹

BLAKENEY. 80 tons. 10 guns. 10 swivels. 70 men.

Owners : Israel Alleyn, William Delpratt, Joseph Reynolds, Edward Charleton ; declaration 30th August, 1756, by Captain John Shaw. In December it was reported that the *Blakeney* and a ship from Virginia had gone ashore at Crookhaven, where they were attacked by a French privateer of 36 guns, which met the same fate, and after getting off in a damaged condition, bore away without having obtained any booty.

It can be safely asserted that this ship was named after General William Blakeney, an Irish veteran of English descent, who became famous at the age of 84 for his seventy days' defence of Minorca against the French in 1756. He was compelled to surrender on 29th June (with the honourable terms that the garrison should be sent home and not made prisoners of war), after the defeat of the relieving fleet under Byng by de La Galissonnière on 20th May. Blakeney was raised to the peerage as Lord Blakeney, and at his death in 1761 was buried in Westminster Abbey. As in the case of the Marquis of Granby, another forgotten soldier of the Seven Years' War, General Blakeney's name became popular as an inn-sign, and at one time there was a tavern on the Quay at Bristol called the "General Blakeney," now no more.

¹ *Felix Farley's Bristol Journal* of 10th September, 1768, advertises for sale the "ship *Black Prince*, 200 tons, rebuilt in Bristol from the keel last voyage, an exceeding strong good vessel." Interest has been aroused in this matter in regard to a history of the United States Navy now, we believe, in preparation.



WILLIAM BLAKENEY, Esq^r
Lieutenant General of His Majesty's Forces,
 Commander in Chief of FORT S^t PHILIP, against the FRENCH,
 Lieutenant Governor of the Island of Minorca;
Colonel of his Majesty's Inniskilling (or 27th) Reg^t of Foot.

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BRISTOL. 500 tons. 22 twelve and 6 four-pounders. 10 swivels.
250 men.

Owners: Robert Gordon, Thomas Tyndall, Richard Camplin, Daniel Smith; declaration 12th October, 1757, by Captain Jasper Feattus. This ship, formerly the *Hanover Planter*, fitted out for "a Southern Cruise." In February, 1758, she arrived at Cork after a six hours' action with a French frigate of 36 guns, "but night coming on, a squall of wind arose and the Frenchman got off." The *Bristol* had 5 men killed and about 15 wounded, and her sails and rigging were very much damaged.

Declaration 30th March, 1758, by Captain John Shaw. In June the *Bristol* retook a ship from St. Kitts for London, sent into Cork, and the *Curacoa*, laden with sugar, indigo, coffee and cotton, sent into Dartmouth. Declaration 27th June, 1758, by Captain Thomas Dibdin.

BRISTOL galley. 200 tons. 20 guns. 100 men. Letter of marque.

Owner: Thomas Rock; declaration 27th August, 1757, by Captain John Langdon. In November, 1757, it was reported that the *Bristol* galley had retaken a brigantine from Newfoundland and sent her into Kingroad.

BRITANNIA. 350 tons. 22 guns. 2 swivels. 200 men.

Owners: John Noble, Isaac Elton, Thomas Harford, William Reeve, John James, James Hilhouse and Co.; declaration 7th July, 1756, by Captain Charles Davids; Thomas Dibdin, lieutenant. The *Britannia* sailed on the 15th and, having sent in two prizes, arrived at Kingroad in a shattered condition on 28th August, with a large French ship of 500 tons, 16 guns, 40 seamen and 180 soldiers on board, which she had taken off Cape Ortegal. The latter was seven days out of Rochelle with four more ships under convoy of a man-of-war. "Before the engagement Captain Davids called his men together and desiring them to take warning of a late example of cowardice,¹ declared he would fight the ship as long as she would swim. The lieutenants seconded the captain and the men all determined to do their part. Accordingly they went at it in good earnest and after three hours fighting the Frenchman struck, having had 15 killed and 25 wounded, among whom was the

¹ There is no record of this.

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captain wounded in the thigh. The *Britannia* notwithstanding so many small arms playing upon her only had 3 killed and 13 wounded, but her nettings, sails, etc., received about a thousand small shot." The owners on her arrival provided a surgeon and lodgings for the wounded. The *Britannia* sailed to complete her cruise, took two more prizes, and then laid up for extensive alterations.

Declaration 12th May, 1757, by Captain Andrew Fowler; Robert Todd, second captain. On 1st July the *Britannia* engaged the privateer *Granville* of Granville, a ship about four months old, built at Granville, pierced for 48 guns, but mounting 30 only; 22 nine-pounders and 4 twelve-pounders on main deck, 2 twelve-pounders between decks, 8 four-pounders on quarter deck, and 5 swivels, with 278 men. Length by the keel, 110 ft.; beam, 32 ft. 8 in.; depth of hold, 13 ft. The fight lasted three hours, "when after having our rigging mostly shot away, first and second captains killed and about 40 or 60 men killed and wounded, we were obliged to sheer off to mend our rigging, during which time the enemy made what sail she could after us and continued firing her bow chase and we those of our stern, at pistol shot distance, when in less than an hour after sheering off, our ship blew up, but whether occasioned by a shot or an accident in the powder magazine, we cannot affirm, though we heard two of the enemy's guns the instant before and found ourselves immediately up in the air." The foregoing is from the deposition of the four survivors of the *Granville*, which had sailed from Brest on 23rd June. "The *Britannia's* rigging was all cut to pieces but by the good conduct and management of the commander and second captain, Mr. Robert Todd, the whole was completely repaired at sea in three days, without her coming into port, so that she still remains on her station, having but 3 killed and 9 wounded in the action."

On 15th October the *Britannia* is advertised to sail on a four months' cruise, "being an entirely new ship and now known to be as fast a sailing ship as any in England and as Captain Fowler is determined to give the preference to all those that were in the last cruise, on account of their gallant behaviour when engaged with the *Granville* privateer, such of them who are willing to make another trial of their fortune, are desired to apply immediately before their places are filled up. A good band of musick will be properly encouraged."

At the beginning of 1758 the *Britannia* put into Corunna with 10 men dead and 80 sick. She was advertised for sale in July, and is described

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as follows : " 450 tons. 22 nine-pounders on gun deck. 10 six-pounders on quarter deck and forecastle, entirely rebuilt from the keel in Bristol in 1757 and allowed by all judges to be the compleatest ship of the kind fitted out this war, being 94½ ft. keel, 29 ft. 8 ins. extreme breadth, 120 ft. on the gun deck, has most excellent accomodation, being 4 ft. 8 ins. between decks, is fit either for his Majesty's service or a private ship of war or will make an excellent ship for the African or Turkey trade." In November the *Britannia*, still commanded by Captain Fowler, sent a French brig into Plymouth, and was employed in the Carolina trade.

On 28th January, 1762, declaration was made by Captain William Olive. In May, when bound to St. Kitts, the *Britannia* took a privateer belonging to Bilbao, of 14 carriage guns, 12 swivels and 113 men. The latter boarded the *Britannia*, but was beaten off with the loss of several men, and in return was boarded and taken with a loss of 13 killed and 7 wounded. Captain Olive and one man were wounded in the *Britannia*, and the prize was sent into Lisbon. The *Britannia's* owners in 1762 were the same as in 1756.

CÆSAR. 360 tons. 20 nine and six-pounders. 200 men.

Ezekiel Nash, commander. The *Cæsar* sailed on a cruise in September, 1756, and in November, in company with the London privateers *Defiance* and *Boscawen*, took the *Marquis de Tournay*, which was sent into Falmouth with *Defiance*. The following is an extract from a journal kept on board, apparently that of the commander :—

"The 12th April, 1757, being near the shore of France to the south of Bordeaux about 14 leagues, some distance from land, we saw a large ship on our weather quarter, standing the same way as ourselves but late in the evening, so that we were in hopes of seeing her next morning. Accordingly at a quarter past four in the morning we saw her about two points on the weather bow, about two miles ahead. This gave us great expectation of a fine prize, so we made all the sail we could ; she kept on an easy sail and we were up with her about noon, when she hauled up her courses in order to engage us. We did the same and got everything in readiness when we perceived her to be a very clean ship of about 700 tons, 28 carriage guns on one deck, 8 on her quarter deck and 4 on her forecastle. All hands were ordered to their quarters and

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at twenty minutes to twelve we were within pistol shot, when she hoisted a French ensign and pendant and fired a gun. We hoisted our colours and fired a broadside from before and aft and so kept on battering without intermission, with our great guns, blunderbusses, small arms, etc. At one, as we were so inferior in bulk, she thought to run us down, but on her boarding us we raked her fore and aft with our great guns and threw in about a dozen hand grenades which must have done much damage as it is thought they had 500 soldiers on board, besides their complement of men. Soon after we brought down her mainmast and fore yard and much shattered her sails and rigging. After a close engagement of two hours and twenty minutes, we bore up to stop our leaks, having between 7 and 8 feet of water in our hold, our masts wounded and some of our rigging shot away. All hands were now employed in pumping and bailing, our lieutenants, carpenters, etc., being over the side plugging up shot holes in order to renew the engagement, not doubting but that she would strike to us, being no better than a wreck, having not a sail to command, her main yard launched overboard and her jibboom along her bow. At five o'clock having reduced the water in our hold to $4\frac{1}{2}$ feet we ran close under her lee quarter, when we bravely poured in our broadside with great success, giving her three huzzas; we then ran on our other tack right under her stern and fired our other broadside. Night coming on, having received two other shot between wind and water and being near the lee shore, we stood from her to stop our leaks and clear the ship of water, which by the diligence of our men we did by nine next morning.

"The 14th, about four in the afternoon, standing to the N.N.W. we saw another vessel of about the same force which we supposed to be another Frenchman, so stood from her and in the night lost her. The 15th, about three in the afternoon, having our rigging much repaired, we saw our old antagonist and about nine came close alongside of her when I told a French doctor I had prisoner to hail and ask where he came from; he answered from Rochefort and that he was bound there. We told him we belonged to Whitehall, was a King's ship and that if he would strike he should have good quarter, but making no answer we fired in our broadside which she bravely returned with several huzzas. We kept on the diversion for two hours without intermission and soon brought down her mizen

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topmast and mizen yard, so that she had now no after sail left. We sheered off in order to lie by till morning.

"Accordingly, about a quarter to eleven, we began again with firing red-hot shot from our stern chase; we kept raking her close under her stern which was half as wide as the length of our ship, having large quarter galleries, a fine balcony, umbrellas, abundance of carved work, etc., which we made totally useless, insomuch that we could see to her head through the apertures which our bullets made. Now only consider what a condition she must be in, her fore topmast, mizen topmast and mizen yard gone, fore yard overboard, jibboom carried away, no sail at all about his mainmast or main topmast and his shrouds all in ribbons and yet would not strike. We engaged her in this condition six hours, the sea as smooth as ever it was at Bristol Key; 'twas with difficulty that we prevented being aboard her but her having so many men prevented our carrying her sword in hand. We hailed her again, told her to strike, that we were a man of war and that we would give good quarter. She asked our name and we answered, the *Rose*. They then said in a sneering manner, 'Sir, do you think a King's ship is to be given away in that manner? I have enough of powder and ball left, which is at your service.' On having this uncommon answer our men bravely attacked them again with as much courage as ever, but finding it made no more impression on the Frenchman's bravery, than if we had been firing all the while against a sandhill, and a breeze of wind springing up and our rigging being much damaged, we left her about six in the evening. We have 233 shot holes in our main topsail and most of our rigging shared the same fate. In all the engagement we lost one Wm. Hopkins, a corporal to the master of arms, who was shot through the head and 22 others of our brave crew are wounded."

A short French account states that "the *Robuste* of 24 guns and 74 men with 150 foreign volunteers, sailed from Bordeaux, the 8th March, for Canada. On the 13th April she fell in with an English frigate, supposed to be of 36 guns, which engaged her for three days. In the first two days the *Robuste* lost 29 killed and 42 wounded. But the last day a fortunate shot carrying away the English frigate's rudder; she escaped and arrived at Rochefort on the 18th. The Chevalier de Causade,

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who was going passenger to Canada, was so desperately wounded that he died on the 20th."

Another notice says that the *Cæsar* fired above 8,000 musket and 700 cannon shot, besides an incredible amount of largin¹ and partridge shot and 30 hand grenades thrown out of the tops, which did great execution.

The *Cæsar* was sold in August, 1757, to Francis Bourne, John Thompson, John Bush, James Wade and Co.; declaration 11th October, 1757, by Captain John Martin, who took several prizes. In February, 1763, it was reported that the *Cæsar*, Captain Martin, had foundered at sea when on a passage from Havana to New York, the captain and crew being saved.

CHARLES. 300 tons. 22 guns. 100 men. Letter of marque.

Owners: Robinson Tudway, John Powell, James Smith, Stephen Cox, John Milton.

13.6.1757. Terence McGrath, commander.

8.9.1757. Robert Patten „

In May, 1759, it was reported that the *Charles*, Captain Patten, had been lost going into Antigua.

CHARLESTOWN. 200 tons. 10 guns. 4 swivels. 40 men. Letter of marque.

Owner: Thomas Rock; declaration 20th October, 1756, by Captain Rees Webb. The *Charlestown* in company with the *Eagle* galley took a prize in the summer of 1757, and later in the year, in company with the *Duke of Cornwall*, took the privateer *Heroine* of Bayonne, 16 guns. The latter was sent into Dartmouth, but sank as she was going into the harbour, 30 French prisoners and 12 of the prize crew being drowned. In November it was reported that the *Charlestown* had been taken by a French privateer of 24 guns, after a smart engagement in which she had four men killed and eight wounded, but was soon afterwards retaken by H.M. ships *Dunkirk* and *Lancaster* and sent into Dartmouth.

On 11th March, 1758, the *Charlestown* fell in with eight sail and took one, bound from Brest for St. Domingo. In November Captain

¹ Probably langridge, i.e. case shot loaded with odd pieces of iron, for damaging the enemy's sails and rigging.

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Webb arrived at Bristol from Carolina, having been taken by the French and ransomed for £1,050. The *Charlestown* was plantation built.

CONSTANTINE. 200 tons. 18 guns. 80 men. Letter of marque.

Owners : Jeremiah Ames, Jas. Hilhouse, Richard Pranker, Edward Whatley and Co. ; declaration 7th August, 1756, by Captain Charles Gwynn. In December the *Constantine* sent in a large ship bound for St. Domingo and a French snow in the following month. In April, 1757, it was reported that the *Constantine* had been taken by the *Hippopotame* and carried into Marseilles.

CONSTANTINE frigate. 200 tons. 18 guns. 40 men. Letter of marque.

Isaac Elton, sole owner ; declaration 7th October, 1756, by Captain John Lee. The *Constantine*, Captain Lee, arrived at Bristol from Cephalonia in July, 1757, having taken a prize which was sent into Malta.

Declaration 15th August, 1757, by Captain Robert Forsyth. In October it was reported that the *Constantine* had taken the *St. Jean Baptiste*, an East Indiaman of 1,000 tons, pierced for 50 guns, but with only 36 mounted when taken. She was bound from Vigo to Nantes. The *Constant* was another prize taken about this time. At the end of the year the *Constantine* was cruising in company with the *Severn*. In June, 1758, in company with the *Anson*, a large Dutch ship was taken and sent into Kingroad, and in October, 1759, the *Constantine* arrived at Newfoundland, having rescued on the passage the crew of the *Pearl*, Captain Wheden, from Bristol for the same port. On 23rd November, 1760, occurred one of the hardest fought actions of the war, described by Captain Forsyth in a letter, dated Villafranca, 9th December, printed in *Felix Farley's Bristol Journal* of 17th January, 1761 :—

“Sirs, Before this can reach you, you will have had the account of your ship the *Countess of Berkeley* being taken by the *Victoire* privateer, M. Arnoux, and taken into Carthagen. He has likewise taken several other fish ships. But I have the pleasure to inform you, through God's blessing, your ship *Constantine* hath had better success with that gentleman. Having had intelligence by his Majesty's ships *Thetis* and *Active*, I kept a good lookout for him. On the 22nd ult. the *Active* and we parted company with the *Thetis*

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by agreement, to look out for M. Arnoux and on the 23rd at 7 a.m. saw two sail, one coming before the wind, the other stretching from the land athwart us. At eight spoke the one coming before the wind and found her to be a sloop from Benecarloe for Jersey; the other ship which I imagined to be the *Active* got to windward of us but making the signal that was between us and finding it not answered I concluded it to be Arnoux, who soon let me know it. He got his graplins slung at his starboard yardarms, which showed me his design to board me on the larboard quarter; which I prevented by putting my helm hard a starboard, which brought most of my broadside to bear, raked him and put him in great confusion, his bowsprit came over our quarter deck and carried away all the bulwark of it. They then attempted boarding me from the bowsprit and head, on our quarter deck and into our cabin windows; but my people behaving themselves like English lions (notwithstanding no shelter was left) twice cleared the bowsprit, forecastle and head, though six to one against us. His bowsprit being sprung, his spritsail and spritsail topsail yards being gone, he hove all aback and cleared himself of our stern, in which position we had engaged half an hour. He then fell alongside and we went at it with our broadsides, and in something less than an hour, out of 260 men which I am informed he had, there were not above 20 to be seen on his decks, which made a shift to get his foresail set.

“We got all our sails set as fast as we could get ropes reeved in the room of those shot away; but to little purpose we chased him, he going three feet to our one. But I chased him till I got up with the aforesaid sloop, to prevent his taking her, but he never stopped till he was out of sight. I imagine him to be in a sinking condition, as our shot made a noise about his hull like the pulling down of an old house and his masts were all disabled. We made a great slaughter of their people, so that the blood ran out of her scuppers; all the way we chased him, the sea was perfectly dyed with blood. Blessed be the Almighty I had but two men wounded, who came to their quarters as soon as they were dressed by the surgeon.

“Your ship is a good deal damaged in her sails, hull and rigging which have been every day repairing. The next day I joined the

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Thetis and her convoy; Captain Moutray¹ was exceeding good, sent on board his surgeon to look at the wounded and to let me know if I wanted any other assistance, he was ready to serve me."

Extract from a second letter:—

"I have now got pratique, my vessel ready for sea and if the wind permits shall sail this evening in company with the *Thetis*, if I find too much time will not be lost in keeping her company. One of Arnoux's owners was on board me yesterday and told me that Arnoux was killed and the ship in Carthage, but in such a shattered condition, that they will not be at the expense of fitting her out again. If he had lived to come home he would have been made captain of a King's frigate for his behaviour. But if he gained honour in taking his former prizes, he has lost it with his life in engaging of me. He had 20 French six-pounders and the best seamen that were to be got at Marseilles. I hope to be soon at Naples, where I hope to hear of you and your family's health, which I at all times sincerely wish and am your most obedient humble servant

"ROBERT FORSYTH.

"N.B.—The *Constantine* had only 18 four-pounders and 46 men."

The newspaper goes on to say that the "foregoing is reckoned one of the bravest actions that have happened this war, especially when it is considered that the *Constantine* is a small ship not near 200 tons burthen. The gallant captain, returning home last voyage, though with but 28 men, took and brought in the *Aurora* of Bordeaux, for Canada, of 450 tons and 108 men."

DEFIANCE. 200 tons. 20 guns. 20 swivels. 140 men.

Owners: George Bush, Richard George, Richard Symes, John Snow, Wm. Libby and Co.; declaration 10th March, 1757, by Captain John Clark; Daniel Leary, lieutenant. On her first cruise the *Defiance* took the French packet boat *Parale* from Louisburg to Old France, the mail being thrown overboard before capture. Also took the *Trois Amois* from Bordeaux, and in company with the *King of Prussia* took the

¹ John Moutray commanded *Thetis* from February, 1759, until end of war. In 1780 Captain Moutray was court-martialled for loss of valuable convoy under his command. Nelson refused to recognize his rank of commodore at Antigua in 1783. Died at Bath, 1785, and was buried in the Abbey. Mrs. Moutray was a great friend of Nelson and Collingwood.

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St. Martin. The *Defiance* returned to Bristol with another prize, the *Fidelle*, in October. She sailed again in November, and arrived with a prize the following month, Captain Clark dying about an hour after the ship anchored in Kingroad.

Declaration 7th March, 1758, by Captain Richard Condon. In April the *Defiance* took two large vessels, one about 600 tons from Bordeaux to Canada and the other about 350 tons from Marseilles for Havre, and sent them to Kingroad; also in company with H.M.S. *Pallas* retook the *Pearl*, Jamaica for London, and sent her into Plymouth. Another prize, the *Resolution*, built at Bremen for the Greenland trade, was sold in October, 1759.

DISPATCH. 50 tons. 6 guns. 6 swivels. 40 men.

Owner: Walter Stroud; declaration 27th January, 1758, by Captain Lancelot Peacock. On her first cruise the *Dispatch* sent two Dutch vessels into Kingroad and returned to Bristol in April. News was received on 20th May that the *Dispatch* had been taken by a French privateer and carried into Morlaix.

DRAKE. 130 tons. 10 guns. 8 swivels. 60 men.

Owners: Wm. Read, Wm. Charleton, Wm. Delpratt, John Noble, James Hillhouse, John Gabbitas and Co.; declaration 25th May, 1758, by Captain Robert Richardson. This vessel was built at St. Malo in June, 1757, for a privateer. In June, 1758, the *Drake* took the *Nuestra Senora del Buen Viage*, 600 tons, Don Suran Zenteno, bound from Havre to Cadiz, and sent her into Dartmouth. The *Drake* was sold in December, but was cruising throughout the following year commanded by Captain Richardson.

DREADNOUGHT. 130 tons. 12 guns. 12 swivels. 140 men.

Owners: Martin French, Jonah Thomas, John Herbert, Wm. Wasbrough; declaration 22nd March, 1757, by Captain James Leisman. On this cruise the *Dreadnought* took the *Lion* from St. Domingo to Bordeaux, and in August brought into Kingroad a homeward-bound ship of 20 guns from St. Domingo, which was taken after a three hours' action. Her cargo was valued at £20,000. This prize may have been the *Marquis de Conflans*, 12 guns, 300 tons and 30 men, which was taken in this year. The *Dreadnought* returned to Bristol in November.

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Declaration 16th March, 1758, by Captain Richard Fitzherbert. The owners' instructions to the commander are in Bristol Central Library.¹ No prizes appear to have been taken by Captain Fitzherbert, who was succeeded on 29th August by Captain Joseph English. In October a prize of 700 tons was sent into Cork, and several other prizes were taken by Captain English in the two following years. In May, 1759, it was reported that the *Dreadnought*, Captain English, had been taken by the privateer *Prince Edward* of St. Malo, and been released after her guns had been thrown overboard and two officers and some prisoners taken out.

On 10th April, 1762, declaration was made by Captain George Burford. The brig *Young Esther* was brought into Bristol this year.

DUKE OF CORNWALL. 350 tons. 30 guns. 12 swivels. 220 men.

Owners: John Noble and Joseph Love; declaration 21st March, 1757, by Captain David Jenkins. In May the *Duke of Cornwall* took a French privateer of 10 guns with a collier the latter had taken as a prize, and sent them both into Mounts Bay. In July she took the *Duc d'Aquitaine* from St. Domingo, with a cargo worth £17,000, and brought her into Kingroad.

In 1758 the *Duke of Cornwall*, in company with the *St. Andrew*, took a vessel laden with wine and brandy and recaptured the *George* galley, from Poole for Newfoundland. They also retook the *Duke of Marlborough*, Virginia for London, and in May sent two large Dutch ships with 900 hogsheads of sugar into Falmouth, two French prizes into St. Johns, Newfoundland, and a Spanish vessel into Kingroad.

Felix Farley's Bristol Journal, of 4th November, 1758, reports that "the *Duke of Cornwall*, Privateer, Jenkins, has taken and sent into Kingroad a ship from Canada; and has retaken the *Winchelsea*, Man of War of 24 guns, which was taken by a French Man of War of 74 guns; Captain Jenkins left his prize with Admiral Saunders in the Bay."² This is the second instance of a Bristol privateer retaking a King's ship, though it does not appear that Captain Jenkins received any reward as did Captain Phillips, of *Solebay* fame. The *Winchelsea*, Captain

¹ See Appendix N, p. 370.

² Sir Charles Saunders, born c. 1713. In 1759 commanded fleet which carried a British army to Quebec. "The brilliance of the battle, with Wolfe's glorious death, caught the popular imagination, and has prevented many from seeing that it was but the crowning incident of a long series of operations all based on the action of the fleet, which alone rendered them possible." Knighted 1765; died 1775, and buried in Westminster Abbey. (Sir John Knox Laughton in *D.N.B.*)

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John Hale, was escorting the homeward-bound trade from South Carolina, when she was captured, together with 34 vessels of her convoy, by the French ships *Bizarre*, 64, and *Minnion*, 28, on 10th October. In April, 1761, the *Winchelsea* was surveyed subsequently to her recapture, and by Admiralty Order of 16th July was ordered to be broken up.

Other prizes of the *Duke of Cornwall* were the *Lyme*, brig; *Esperance*, sloop; *Goodman*, brig; *Mediterranean*, snow, and *Planter*; and in 1759 the French snow *St. Thomas*, 140 tons.

DUKE OF CUMBERLAND.

Owners: Lidderdale, Harmor and Farrell; declaration 23rd April, 1757, by Captain Philip Ball. The following is her advertisement from *Felix Farley's Bristol Journal* of the 16th April:—

“For Cork, the Canaries, Barbadoes and Virginia, the Ship *Duke of Cumberland*, a remarkable fine Sailor, with a letter of Marque; Philip Ball, Commander. Burthen 250 tons; 14 guns and 60 men, and will sail with all Expedition. All Seamen or able bodied Landsmen, inclinable to enter on board the said Ship, let them repair to Mr. Reynold More's at the Sign of the Crown and Thistle, on the Key, or on board the said Ship, where the Master is to be spoke with from seven o'clock in the Morning till seven at Night; and where they may be sure of meeting with good encouragement.”

In November, 1757, it was reported that the *Duke of Cumberland* had been lost on the coast of Carolina; the captain and 23 men being drowned.

DUKE OF TUSCANY. 200 tons. 16 guns. 40 men. Letter of marque.

Owner: Isaac Elton; declarations 22nd October, 1756, and 22nd August, 1758, by Captain Wm. Malone. The *Duke of Tuscany*, Captain Malone, sailed from Waterford for Newfoundland on 26th April, 1761, with crew and passengers numbering 211, and on 1st May fell in with the privateer *Duc de Biron* of Dunkirk, 16 nine-pounders and 200 men. An obstinate engagement ensued, which lasted three and a half hours, when the *Duke of Tuscany* blew up, only the mate, one hand and three passengers being saved.

“In the first two hours of the action the enemy shot away or disabled

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the *Tuscany's* masts and yards in such a manner that she could not be wrought. The Frenchman keeping close on the larboard quarter could not bring any guns to bear, except the aftermost small arms, but they poured in great numbers of grenades and stink-pots, one of which entered the magazine and blew up the ship. Whereupon she wore quite round and then those who remained alive on board endeavoured to board the enemy by steering with the braces. The *Tuscany* went down with flying colours which so exasperated the enemy that they did not attempt to save any of the crew. The mate was an hour and a half in the water before he was taken up. There were about 80 or 90 killed or wounded on board before she blew up, and the Frenchman had 32 killed besides wounded."

Another account says a hand grenade was thrown through the cabin window which set the ship on fire and blew her up "and all the remainder of the crew with a great number of passengers amounting to 151 souls perished except five, one of which is a mate of the vessel." The enemy also "fired cannisters of shingle stones instead of langridge shot, and often set the sails on fire by a combustible matter containing tallow and turpentine, made up in bladders in the shape of Bologna puddings."

DUKE OF YORK. 80 tons. 10 three-pounders. 40 men.

Owners: Richard Hayward, Conway Heighington, Henry Jefferies and Co.; declaration 6th February, 1762, by Captain John M'Greagor. *Felix Farley's Bristol Journal* of 17th July contains the following letter from Captain M'Greagor, dated 26th June:—

"On the 20th inst. I fell in with the *Brilliant*, privateer, of 18 guns and 23 men, commanded by Patrick Creighton, belonging to Andrew Merry, Esq., merchant in London, off Cape Finisterre, whom I informed of six sail of Spanish vessels lying in Cape Finisterre Bay under a small fort of four or five guns, 18 and 9-pounders. I persuaded him to go in with me and engage the fort and cut the vessels out, which we did after an attack of two hours. My first meeting Captain Creighton was Monday noon, which was too late for us to haul up into the bay and get the vessels out before night, so put it off till next morning when we were to be close in with the fort by daylight, but were disappointed by the wind dying away; however about nine o'clock Sunday morning we were abreast of the fort, at which time I hailed Captain Creighton to know if he

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was ready ; to which he said he thought the fort was too strong and did not think it advisable to go against stone walls to which I replied, ' I am very hungry for want of a prize the cruise being almost out, and that 'twas a disgrace to the English flag to attempt such an affair and not go through with it, especially the first of a war ; with that he told me if I would go in and engage the fort and he liked it, he would come to my assistance.

" I ran close alongside of a settee that was moored to the fort, mounting 10 nine and 2 four-pounders with about 80 men, and in less than a quarter of an hour I made all their hands jump overboard and turned the guns of the settee on the fort and began to play on it for some time ; the *Brilliant* ran on the ground, so that she could not bring above three guns to bear on the fort, which put the Spaniards in great spirits, seeing the ship aground ; however I thought it was hard enough with the poor *Duke of York* for there were upwards of 100 men playing upon us with small arms and we not above 20 yards from the muzzles of their guns ; but my lads behaved like true bred Englishmen and were extremely well disciplined ; they kept such a continual fire at the fort, that they could scarce load a gun, after we came to play all our forces on them. Soon after this the *Brilliant* got off and began to play upon them when the Spaniards fled. We then sent our people ashore and struck the flag in the fort, hoisted the *Duke of York's* ensign on it, turned the guns on the town, made all the inhabitants take to the mountains and kept possession until we got off four of the prizes ; the others being in ballast on the rocks and it blowing very hard, we could not get them off, so spiked up the guns, got our prizes to weigh, stood to sea the same night and on the 23rd arrived here.

" In the engagement we had Mr. Leary and the boatswain Mr. Weybert, killed, besides nine wounded, one of which was shot through the body, but is in a fair way of recovery ; the rest I hope, there is no fear of. A shot went through the top of my cap and another through my shirt close under my arm, but thank God got no hurt ; as my cruise is almost out and I wanting all sorts of stores, think it more your interest to attend the prizes and see them discharged and managed to the best advantage. Their cargoes consist of wine, oil, wax, soap, lead, olives, sugar, coffee, chocolate, with a small box of plate for the churches."

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EAGLE frigate. 250 tons. 24 guns. 340 men.

Owners: Messrs. Camplin and Smith of Bristol; Manship and Wilkinson of London; declaration 13th November, 1756, by Captain John Knill. The *Eagle* is described as "a fine large ship built on purpose for a privateer by a gentleman of this city, she is to carry 16 six and nine-pounders between decks, besides divers four-pounders on her upper deck and is reckoned will be as compleat a privateer as any out of this port. All Subaltern Officers and able seamen, to join at Plymouth, where she was fitting out, each man allowed 2/6 per day travelling expenses and his clothes, etc., sent thither carriage free. A pair of drums will meet with good encouragement."

In February, 1757, the *Eagle* took the brigantine *Marie Rose* from Nantes to Guadeloupe; in April recaptured the *Young William*; and later in the year the *New Constant*, 300 tons, and ship *Providence*, 650 tons.

In February, 1760, the *Eagle*, Captain Knill, went ashore in Kingroad and badly damaged her cargo. Two months later, in company with H.M.S. *Ambuscade*, she took a rich French ship, the *Madame La Cosaire*, in the Mediterranean, which was sent into Leghorn. In June Captain Knill took a French privateer of one gun and four swivels off Scilly, which was carried into that port and sold for 60 guineas.

EAGLE galley. 350 tons. 28 guns. 200 men.

Owner: Thomas Rock; declaration 22nd November, 1756, by Captain Thomas Dibdin. The *Eagle* returned from her "First Cruise" on 16th April, 1757. On her next cruise she retook a Virginia ship and went into Falmouth with the loss of her mainmast in July. Also took a Dutch ship of 400 tons, probably the *Johanna Maria*, sent her into Cork and returned to Bristol in November.

The strained relations existing with Spain at the end of 1761 led to an attempt to detain the *Eagle*, Captain Dibdin, at Vigo, where she had arrived on 13th December. On the 21st, being ready for sea, "we received a peremptory order from the Governor to unbend our sails, weigh and come farther up the harbour; the sails being wet we desired liberty to let them dry for half an hour, which they complied with. In the meantime we hauled home the topsail etc. in order to cast her head to windward, there being a light breeze at N.N.E., on which the Spaniards seeing our intentions betook themselves to their boats and gave the alarm. We secured two officers and a man as pilot, cut the cable and

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made all the sail we could. The fort immediately began to cannonade us and the Spaniards on board a snow of 10 guns hauled down the English ensign and raked us pretty smartly ; we patiently received their fire as we passed without making any return and in less than half an hour, got clear of gunshot, when they ceased firing."

EAGLE galley. 300 tons. 20 guns. 70 men.

Owners : John Gresley, Wm. Delpratt, Thomas Farr, sen. and jun., Thomas Rock ; declaration 31st March, 1758, by Captain Joseph Jones. The crew of this ship was involved in a desperate fight with the press-gang at Cardiff on 12th September, 1759, which is thus reported in the newspaper of the 22nd :—

" A press gang of 32 men arrived and surrounded the Angel Inn. The crew of the *Eagle* galley of Bristol being there to the number of 60 or 70 men, went out at a back window into the street and being well armed drew themselves up in battle array, sounding a French horn, the word of command being 'Liberty.' The press gang not believing the sailors had such numbers, but thinking they were making their escape divided themselves into two parties and agreed that if either wanted assistance, a pistol should be fired as the signal thereof. One of the parties meeting the sailors a pistol was fired and one of the men being wounded at the same instant and the press gang being joined, a general firing began, which lasted for some time, till the press-gang being overpowered retreated and every man would have been cut off had not the magistrates attended by four constables, courageously ventured into the midst of them and by their conduct and resolution stopped the torrent of revenge. The proclamation was read and the parties soon after dispersed. This is a remarkable instance what awe and restraint the civil power, when timely and with proper spirit exerted, may have on the minds of men. One of the press gang was killed on the spot, four men are dangerously wounded and it is feared cannot recover, besides many others wounded."

In March, 1761, the *Bristol Chronicle* reports that the *Eagle* galley, Captain Nash, bound from Jamaica to Bristol, had been lost on the Hogsties,¹ the crew being saved. This may be the above ship, but as there were three ships named *Eagle* sailing out of Bristol at the same time, it is not possible to be quite certain.

¹ In Windward Passage, Caribbean Sea.

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ENTERPRIZE. 200 tons. 20 guns. 10 swivels. 150 men.

Owners: Wm. Clymer, Wm. Richards, Joseph Tyson, Wm. Hale, Henry Longley; declaration 2nd April, 1757, by Captain Nicholas Lewis. In 1757 the *Enterprize* took the *Amphion*, a large French ship from St. Domingo, and sent her into Falmouth. In November she retook a brigantine, which was sent into Lisbon.

Captain Lewis was cruising in the Mediterranean the following year, and in February took a prize which was ransomed for 7,000 livres, and in March took the *St. Joseph* pink, bound from Smyrna to Marseilles, which was sent into Messina, where the *Enterprize* arrived in April. It was also reported that she had sent five prizes into Leghorn, but in June, 1758, news was received that the *Enterprize* had been taken and sent into Toulon.

FAME. 120 tons. 8 guns. 4 swivels. 20 men. Letter of marque.

Owners: John Perks of Bristol; Robert Morgan of Carmarthen; declaration 12th October, 1756, by Captain John Patrick of St. Michael's Hill, Bristol.¹ In February, 1757, it was reported that the *Fame* had been attacked by two privateers off Barbadoes, of 8 and 10 guns and 100 men each. The first was beaten off and so shattered that she bore away; the other was also badly damaged after an obstinate fight of three hours, and both had to put back to Martinique for a refit.

On 22nd February, 1759, when a letter of marque was again issued to Captain Patrick, the owners of the *Fame* are given as Messrs. Nightingale, Scott and Nightingale of London; her armament being increased to 18 guns with 110 men as a privateer.

In June, 1759, the *Fame* took the *Maria* into Leghorn, and in June, 1760, arrived at Rhodes with two prizes which were ransomed for 2,500 dollars.

There is a chapter entitled "Anecdotes of Captain Patrick" in a rare book entitled *Struggles Through Life*, by Lieutenant John Harriott, formerly of Rochford, Essex; published 1808 in two volumes.² The author was born in 1746, and joined the Royal Navy as a midshipman

¹ The *Clayton* of Liverpool, Captain John Patrick, is mentioned in 1752.

² Second edition; 1st edition, 1807; Harriott served in the Merchant Service after the peace, and in 1768 joined the East India Company's army. In later years he became a magistrate, and the founder of the Thames River Police in 1797. He was also the inventor of fire-escapes and a capstan method of working ships' pumps. Harriott was related to Lieut. Dugdale who joined the Russian Navy, and was responsible for the burning of the Turkish fleet at Tchesme in 1770.

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in 1759. He was appointed to a frigate, of which he does not give the name, which was cruising in the Mediterranean from August, 1759, to the end of the following year. Harriott says that on one occasion "we were hummed out of a small prize, by the master of a polacre, who declared he had the plague on board and earnestly requested us to take him and the Frenchman out of his vessel, and give her up to several Turks he had on board, passengers from Alexandria to Constantinople. An officer, however, was sent on board to examine cautiously. I suppose he was over cautious; his report confirmed the Frenchman's assertion and we declined further intercourse with him. He was met with by the *Fame* privateer a few days after, who, not being so credulous, captured and brought him into Zante while we were lying there."

One prize which was sent into Leghorn had on board a midshipman as prize master, who had the captain's permission to quit her after seeing her safe in port, and then join any British cruiser bound up the Levant, on the chance of falling in with his ship, which was short of officers. The midshipman, who is called B—, joined the *Fame*, and the chapter from Harriott describing his adventures is here given in full:—

"There was a famous English privateer, at that time well known all over the Mediterranean; the *Fame* of Bristol, commanded by Captain Patrick. She was lying in Leghorn roads at the time B— went in, and was near sailing. Patrick was seldom out of quarantine, staying nowhere longer than to get water, provisions or men, if wanted. On being applied to, he gladly accepted B—'s proposal of doing duty as an officer, until they fell in with our ship. He was to go on board the *Fame* soon after dark in the evening, and the next morning they were to sail. Patrick was a terror wherever he went, being little better than a madman, regardless of the laws of quarantine or the country he was in; there were but few places, therefore, at which he could latterly go on shore without apprehension. Previous to B— going with him, he had shot one of his guardas (a kind of revenue officer put on board ships under quarantine) dead, for taking away the ship's jolly boat to row himself to the quarantine house, where he meant to complain against Captain Patrick for some ill usage. When Patrick was informed of his thus taking the boat, he ran on deck and snatched up a loaded musket, swearing at the guarda, that, if he did not instantly return with the boat, he would fire at him; the guarda persevering, he fired and killed the man.

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"Captain Patrick, being accountable for everyone on board his ship leaving her under quarantine, would have been enabled to make a better defence for this, than for various other complaints against him. He did not choose, however, to take the chance by surrendering for trial, as required. And as, from what he could learn, the magistrates did not seem to admit of such pleas, it is probable enough he was privy to the following outrage committed by his second lieutenant on the night previous to their sailing.

"The *Fame* had a felucca tender to accompany her when cruising, which, in calms and light winds, could be manned with fifty hands for rowing and boarding. As soon as the evening was set in, his second lieutenant, with about fifty of his men, took the felucca and rowed ashore, a few miles to the westward of Leghorn. Passing for the crew of another English ship then lying in the roads, not in quarantine, they were well received at a village, where they spent their time freely until midnight, when nothing would satisfy the tars, but they must have a lass each; and, as these lasses were at Leghorn and could not come to them, they determined on going to the lasses, as Mahomet did to a mountain. Between twelve and one, they reached the city gates, desired the officer on guard to let them in, and on his refusal threatened to force their way. It appeared, afterwards, that the commissioned officer, who had the command at the gate, and should have been with his guard, had left it to the care of a non-commissioned officer for an hour or two, not suspecting anything could occur to disturb his post, the gates of the city being shut at night more on the score of civil police than of military exigencies.

"The sergeant demanding their motive, they plainly told him what they wanted, and promised if he would let them pass peaceably, they would return as soon as they had saluted their girls, and would give the guard something handsome to drink. The sergeant, fearful of a disturbance while his officer was absent, and thinking it an innocent kind of sailor-like frolic, admitted them. But the English lieutenant of the *Fame*, being apprehensive that he and his men might be caught in a trap, and finding himself more than thrice as strong as the guard, took possession of the gate by making the guard prisoners for the time. One half of them then went and had their ramble, returning soon to relieve the rest, and brought wine and

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cordials to treat the guard. The last party who went on this frolic behaved ill; for, not content with visiting the ladies, who are licensed and live in a part of the town allotted to them, called by the English sailors Love Lane and Scratch Alley, they drank cordials until they were half crazy; and, forcing some of the girls with them to the large square, called the Place, they gave such repeated English cheers as to awaken and alarm the whole neighbourhood. Before any knowledge could be had of the cause or any measure taken to apprehend them, they retired to their companions at the gate; and, setting the guard at liberty, retreated with all haste to the felucca, and got on board the *Fame*. Boats were sent off to all the ships in the roads, before daylight, to inquire for the authors; Captain Patrick, having learned the particulars, sent a note to the governor owning they were his people, but that it was done without his privity, adding that he had no control over his people while in their port and under quarantine, as they debarred his using force to prevent his boats leaving the ship. This was well enough for him to say, but all who knew Captain Patrick knew better.

“At daybreak, as the *Fame* was getting under weigh, another boat was sent off, ordering him to remain at anchor; but, knowing he had now completely sold Leghorn, he disregarded the order and set sail. The fort was then ordered to fire at him, which he paid no more attention to than the order; and, on a shot passing through one of his sails, he hove the ship a little to, returned the salute by firing three shot at the fort, and, with a brisk wind off shore, was soon out of their reach. Complaints were sent to England, and the commanders of all the king's ships were ordered to take him out of his ship wherever they met with him; his letter of marque, authorising him to make captures, was declared void,¹ and instructions were given to the British consuls in the ports of the Mediterranean to seize all the prizes he might send in, and, if he went on shore, to have him arrested and sent home a prisoner.

“Two or three valuable prizes were thus seized in different ports he had sent them to, and, before any of our ships of war fell in with him, after receiving such orders, he had the good luck to be informed of his danger by the master of an English brig, who told him he had been boarded about three hours before by a sloop

¹ Letter of marque revoked 2.9.1760 (L.M.D., vol. xi.).

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of war, under colours of the Duke of Tuscany, in company with another sloop of war and a two decker, under the same colours, who said they were cruising for the *Fame*, in hope of making Captain Patrick a prisoner. The master of the brig acquainted him with the various instructions sent from England, and added that the officer who boarded him was a dirty scoundrel, having plundered him of his best compass and other articles, promising to pay him when he met him in port. Two of the captains of these Tuscan men of war were British, and had had such repeated quarrels with Patrick, when on shore at Leghorn, that an inveterate hatred subsisted between them; they rejoiced, therefore, when they received such orders. But Patrick laughed at them while he had sea-room, knowing that the *Fame* would sail round them all, nor would he have hesitated at fighting the two sloops, though each of them equal in metal and numbers to the *Fame*.

"Patrick inquired their course; and learning they were under an easy sail, he pursued their track and made for them before nightfall sufficiently near to ascertain who they were. He continued overhauling them, under an easy sail, until between eleven and twelve, when, passing the sternmost to windward, he just hailed him in French, so as to receive an answer in the same language, and ran close up on the weather quarter of the two-decker, the captain of which was his mortal antagonist. Tuscany not being at war at the time, the ships were not in perfect readiness. Captain Patrick had hauled up his courses, and was every way prepared; hailing this ship also in French, he received a like answer; when, damning their French souls, he ordered them to strike to the *Fame*, Captain Patrick, and immediately poured a broadside into him. At the same time, putting the ship about, before either of the vessels could recover from so unexpected an attack, he repassed the sternmost; and, with the same summons to surrender, he fired his other broadside into her, then making sail, was out of sight before they well knew what was the matter.

"Patrick was aware he had a desperate gauntlet to run through the British cruisers, but he likewise knew that few ships could sail faster. Keeping a wary distance therefore, from all ships of size, he cruised until he took a rich polacre, which he unloaded at sea of most of her cargo on board the *Fame*; and, on his way with her

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to Tunis he captured another, and took them both into Tunis with him. He there sold both their cargoes, and the *Fame* he sold to the Dey. To his officers and crew he gave up the two vessels that were brought in, to convey them where they liked, fitting them well out. He made presents to his officers and told them he would make over to them and the crew all his share of the many valuable prizes they had taken and sent into different ports for sale, both before and during this cruise, in lieu of which he appropriated to himself the two cargoes brought in and sold at Tunis. And thus he settled all farther trouble about being caught and punished. It was afterwards reported that he turned Mahometan; and, by another account, that he sent to Rome, and made sufficient interest to get the Pope's pardon by turning Roman Catholic. He must have made a worthy proselyte to either. My friend B—— crossed over the Mediterranean in one of those polacre prizes to Zante, where the polacre and another of the *Fame's* prizes were seized by the British consul; nor was it thought that the men or officers of the *Fame* would ever be benefited by any more of the many prizes she had taken, than what had already been distributed and paid.

“B——, making himself known to the British consul at Zante, was kindly entertained by him, until we arrived about three weeks after. His intention was to get on board the first English ship of war that arrived, which luckily proved to be the ship he belonged to. He was truly happy at rejoining us, observing he was cured of privateering, though Captain Patrick had treated him much better than he did his own officers. What has been here related is confined to the eccentric character and conduct of Captain Patrick, but there were many other anecdotes told by B—— that amused us at the time. Among them was the following, which he declared to be true; I have frequently related it, and have heard it repeated by others in the course of half a century; the origin may now possibly be disputed. I only aver the having heard it, as thus stated:

“The *Fame* had a very smart engagement with a French privateer of greater force in the Gulf of Lyons. They were known to each other by repute, and had mutually threatened to fight if they should meet. But it is not the interest of privateers to fight for victory only; when, therefore, they did thus fall in together, an unavoidable brush took place, and several were killed and

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wounded on both sides. They separated and lay-to to refit, neither running away nor in a hurry to renew the fight ; and, a calm coming on while at a respectable distance, they continued so until night, when each steered his own course and claimed the victory. It was during this suspense that the surgeon of the *Fame* went round to examine the killed and wounded, with a few seamen to attend him, in order to remove the latter down to the cockpit, and throw the former overboard. It happened, in his haste, that he imagined one that lay severely wounded and insensible to be dead, and ordered him to be thrown overboard. Two of his attendants were about executing the order, and were moving him along for that purpose. One of them observing, 'Here's lying Dick gone at last !' The motion and voice of his shipmate brought him to a little, and he faintly exclaimed, 'Jack, don't launch me overboard, I ain't dead.' 'Why, you lying son of a bitch,' says Jack, 'who, do you think, knows best, the doctor or you ?' And perhaps it was fortunate for Dick that the doctor, not being out of hearing, returned and sent him to the cockpit."

FERRET. 70 tons. 10 guns. 8 swivels. 70 men.

Owners : John Powell, Robert Vigor, Robert How ; declaration 10th June, 1757, by Captain Joseph English. In July the *Ferret* took two prizes into Falmouth and returned with another to Bristol in October.

FORTUNE sloop. 100 tons. 14 guns. 6 swivels. 100 men.

Owners : Jas. Hilhouse, Wm. Bull, John Eaton, Samuel Sedgely, John Vaughan ; declaration 4th July, 1757, by Captain John Emerson. This vessel was formerly the French prize *Esperance*. She was about three months old when fitted out for a four months' cruise in June, 1757, and brought in seventeen prizes in three months, of which there are no particulars.

GLOUCESTERSHIRE. 170 tons. 14 guns. 40 men. Letter of marque.

Owners : Samuel Webb, George Bush, Richard Farr, Thomas Willoughby.

23.2.1757.	Joseph Redshaw, commander.
13.3.1758.	James Bivins ,,
11.10.1759.	Richard Condon ,,

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At the end of 1760, when commanded by Captain Condon and on a voyage to Jamaica, the *Gloucestershire* retook the *Amy* of Poole, Captain Riddicombe, bound from Newfoundland to Oporto, and sent her into Lisbon.

GRACE brigantine. 12 six and four-pounders.

John Richey, commander. Advertised for Philadelphia in February, 1758, as a letter of marque. In July it was reported that the *Grace* had taken into Philadelphia a letter of marque ship of 8 guns and 26 men, after a five hours' action. She was bound from Bordeaux to Canada with a cargo of flour, pork, wine, brandy, butter, some bale goods and a quantity of small shot, and was considered a very rich prize.

The following is from a letter written by Captain Richey at Philadelphia, dated 7th April, 1759:—

“On the 4th inst. in 50° 15' N., 18° 30' W., I was chased by a French privateer of 18 or 20 guns, which began at 10 a.m. and at five in the afternoon she came up with me and we began to engage and it was very hot on both sides for five glasses¹ when she was obliged to sheer off. At eleven next morning we saw her again on our weather quarter, giving chase and at 6 p.m. she came up with us and we began our second engagement, which proved more fatal to us both than the former. She was exceedingly well manned and kept a continual fire upon us of small arms from the tops and quarter deck, which drove our men from their quarters on the upper deck, however we continued the engagement from below and obliged her to sheer off again. We have 5 men wounded, our sails and rigging very much shattered, our fore mast cut one third through and several shot in the hull, each shot nine-pounders. We are refitting as fast as possible and shall proceed on the voyage. On a computation we find in the last engagement we expended 140 shot, in return for which we received crooked bars of iron and ragged lead. One shot went through my chest, in which were some jewels, but can't say what damage it has done, the box being all to pieces.”

In the following June the *Grace* took a prize called the *Charming Rachel* into Philadelphia.

¹ Two and a half hours.

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HALIFAX. 250 tons. 24 guns. 6 swivels. 130 men.

Owners: Thomas Griffin, John Campbell, William Gabbitas; declaration 9th July, 1757, by Captain Patrick Halloran. In August, when in company with the *Defiance*, the *Halifax* took a prize called the *Fidelle* bound to Louisburg. Ten men, chiefly landsmen, were put on board as a prize crew with orders to proceed to Bristol. On the passage three Frenchmen who were left on board took the opportunity, when the crew were turned in, to kill the man at the helm and desperately wound the others with axes and other weapons. The English attacked them in their turn, and one of the watch below coming on deck, after a hard struggle they mastered the Frenchmen and put them in irons, and with great difficulty brought the prize into Newlyn. In October, 1757, when on passage to Baltimore, the *Halifax* put into Vigo with loss of foremast and bowsprit.

The following reference to St. Paul's Rocks, in the Atlantic Ocean, from *Felix Farley's Bristol Journal* of 2nd January, 1754, concerns the earlier history of this ship: "A letter from Mr. Hall, surgeon at St. Peter's Hospital in this city, acquaints us, that when he was in the service of the East India Company, there was a warm dispute, whether or not there was such an island as St. Paul. For when they were expecting to make the very spot they missed it. Since then it has been met with by Capt. Robins, of this city, in the *Volunteer*, now the *Halifax*, who had made 14 voyages near the said track without seeing it. The following is an extract from Capt. Robins's journal, which he communicated to Mr. Hall:—

"1748, Thurs. Nov. 24th. These 24 hours, moderate gales. At half an hour past three in the morning, saw the isle of St. Paul bearing North, distant about 4 or 5 miles. I find it is erroneously laid down, as to the latitude, which is 1° 20' N., in the *Mariners' Compass*. I am well assured that it is no more than 35' or 30' N., and its longitude 27° 35' W. from London."

The correct position of St. Paul's Rocks is 0° 55' N., 29° 23' W.

HAWKE. 250 tons. 20 six-pounders. 20 swivels. 160 men.

Owners: James Ireland, John Snow, Daniel White; declaration 22nd December, 1756, by Captain James Connor, jun. The following letter from Captain Connor describes the capture of the *Hawke*:—

"On the 10th June 1757, about 3 p.m., the man at masthead espied a sail about two points on the weather bow, the wind then

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at E.N.E. We immediately hauled up for her and cleared ship in readiness. At 4.30 we came very close and hoisted our proper colours, which were soon answered by their hoisting French ones and bearing away, having the weather gage, in order to rake us, which I avoided by doing the like. We then, almost board and board, gave them three cheers, they answering us with the like, we took the opportunity and began the scene by the discharge of our larboard cannon, swivel and musketry, which she soon returned. She shot away to leeward, upon which our starboard broadside met, which were soon discharged on both sides ; we lay by each other for two hours very close, in which time we had several wounded and some killed. The wounded to get to the cockpit were obliged to unlay the after gratings. Many of our people took that opportunity of quitting their quarters and our chief havock being upon the quarter deck, the greatest part slipped from that place. I dispatched the master with a cutlass to drive them up, the lieutenants being all busy, when an unlucky accident happened, some loose powder getting fire, which caused a sudden explosion, upon which I immediately heard a general cry for to strike, that the fire had got to the magazine and many of our people blown up ; in this confusion somebody struck the ensign. The enemy greatly encouraged by this disaster, played upon us a considerable time after, so that we did not expect any quarter. If it had not been for this misfortune it would have been a very bloody engagement. We have lost 34 men killed, wounded and blown up, most of which in so terrible a manner, that there is very little hope of their recovery. When we got on board the conqueror we found her to be the *Eagle* of Bayonne, mounting 26 nine-pounders on one deck, 360 men and but three days out of port when we met them.

“We shot the captain’s right hand off and shivered his right thigh bone to pieces, so that it is feared he will lose his life ; great numbers of their men lost limbs and many otherwise wounded, but as to their dead we could not learn, but believe they must be numerous. The captain next morning desired to see me. I waited upon him in the cockpit where he lay in great misery, he told me to sit down by him upon his bed, grasped my hand with his left and told me very politely he was sorry for my misfortune, as well as his own and promised to treat me and my officers with a great deal of

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humanity which he gave strict orders about, but alas, too late, as all our garments were plundered except what we had on our backs, but every other courtesy we were shown with the greatest good manners. The Frenchman's name was Martin La Farque, a man esteemed for his merit universally in this place and none like him for humanity."

Captain Connor says his officers "behaved with great bravery and not one of them but had the common interest at heart." The *Aigle* had to put back for repairs, and the captain found himself confined in the same prison in which he had spent eleven months in the last war, and there is another letter from him describing the prison conditions, which were apparently very bad.¹

HERCULES. 200 tons. 20 guns. 6 swivels. 130 men.

Owners : James Rumsey, John Leech ; declaration 10th June, 1757, by Captain William Bishop. The *Hercules* returned to Kingroad in December, having retaken a ship called the *Nelson*. In June, 1758, she brought in a Dutch ship taken on her passage from Senegal to Amsterdam. The *Hercules* must have been taken by the enemy, as it is stated that she had been retaken and sent into Falmouth on 9th February, 1760.

INVINCIBLE. 500 tons. 36 nine and four-pounders. 300 men.

This ship was built as a privateer at St. Malo in 1757. She was taken in May by H.M.S. *Unicorn*, 26 guns, Captain John Rawling, after a severe action, in which Captain Rawling was mortally wounded.² She was then purchased by some Bristol merchants, including James Rumsey, John Crocker, Peregrine Stockdale, William Wasborow, and William Miller.

Declarations 9th August by Captain Peter Griffin, and 3rd October by Captain Ezekiel Nash. In December, 1757, the *Invincible* retook a large brigantine from Virginia for London and sent her into Kingroad. The cargo of another prize, the *Elizabeth*, from St. Domingo, consisting of 100 hogsheads of white sugar and 70 casks of coffee, was sold in April, 1758. In August, 1758, she took the Dutch ship *Endrought*, 350 tons, from St. Eustatius, and sent her into Falmouth, returning to Bristol in November. The *Invincible* was sold by auction on 23rd July, 1759.

¹ See Appendix M, p. 368.

² Laird Clowes, iii. 296 ; Beatson, ii. 78. Captain Rawling died on 18th May.

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JASON. 200 tons. 16 guns. 45 men. Letter of marque.

Owners : Richard and Thomas Farr, James Reed, John Coghlan ; declarations 25th April, 1757, by Captain Burkel Rymer, and 19th December, 1757, by Captain Thomas Gibson.

In October, 1758, it was reported that the *Jason*, Captain Gibson, had taken four sloops and carried them into Antigua.

Declaration 1st February, 1760, by Captain John M'Greagor. In May it was reported that the *Jason*, bound to Leghorn, had been taken and carried into Marseilles.

JOHN AND ELIZABETH. 100 tons. Letter of marque.

Owner : Hollis Saunders ; declaration 30th March, 1759, by Captain Alexander Cunningham. *Felix Farley's Bristol Journal* of 18th August, announces that on 4th June, 1759, the *John and Elizabeth*, Captain Cunningham, bound from Bristol to Tortola, had been taken after a three hours' engagement by a French privateer and carried into Martinique. It is said that the Frenchman had 32 men killed and 7 wounded, though the Bristol ship only mounted 10 guns with a crew of 16 men.

JOHNSON. 80 tons. 10 guns. 60 men.

Owners : William Edwards, James Hale, John Griffith, Henry Jones.

29.8.1757. Thomas Packer, commander.

26.9.1757. James Ross „

The *Johnson* when lying at Dingle in Ireland was cut out by a Dunkirk privateer, and after being in her possession for seventeen days was retaken and sent into Kingroad by the *St. Andrew* in April, 1758.

JONES. 200 tons. 14 guns. 40 men. Letter of marque.

Owners : John Coghlan, William Reeve, Christopher Devonshire, Edward Lloyd ; declaration 27th September, 1759, by Captain Walter Stroud. In July, 1760, it was reported that the slaver *Jones*, Captain Stroud, had been taken after a smart engagement and carried into Martinique. The *Jones* is described as "square-sterned, a Lyon head painted yellow, her sides black and yellow with a black streak round her bends."

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JUPITER. 200 tons. 12 guns. 30 men. Letter of marque.

Owner : Isaac Elton ; declaration 30th October, 1759, by Captain John Colihall. The *Jupiter*, Captain Colihall, sailed from Cork for Guadeloupe on 8th January, 1760. When within one day's sail of her port she was attacked by two French privateers, one of 12 carriage guns, 16 swivels and 120 men, and the other of 10 carriage guns, 14 swivels and 90 men. The engagement was very hot on both sides for five and a half hours, in which time 27 of the enemy were killed and a great number wounded. The privateers then boarded the *Jupiter* on the quarter with 39 men, who struck the colours and forced the crew to close quarters, and some of them, particularly a negro, shot the captain, his second mate and one of the seamen in the cabin, wounded several others and carried the chief mate on board one of the privateers, where he was treated in a barbarous and inhuman manner, and had to have an arm amputated on arrival at Martinique four days later. (Deposition on oath of John Shaw, 28th June, 1760.)

KING GEORGE. 500 tons. 28 nine and four-pounders. 180 men.

Owners : Isaac Elton, John Noble, Abraham Watson, James Hilhouse and Co. In March, 1761, the *King George*, Captain John Read, sailed on a cruise, and in May took a brigantine from Bordeaux and sent her into Kingroad. A serious mutiny occurred in this ship on 5th May, 1761, of which an account is given in *Felix Farley's Bristol Journal* of 3rd April, 1762, the trial of the seven ringleaders having taken place on 30th March at the Old Bailey, when four men, Thomas Smith, Lawrence Tearman, Thomas Baldwin and Robert Maine, were convicted, and three, Matthew Johnson, John Smith and John Hughes were acquitted.

“On the 5th May, when off Cape Ortegal, a general mutiny occurred in which they were the principal actors. They possessed themselves of the arms belonging to the ship, overpowered the captain and the rest of the officers, whom they secured in the cabin and proposed to massacre by stapling them down on deck and firing at them with a nine-pounder, loaded with round shot, whereby they were to be torn to pieces. They were dissuaded from this by Mr. Gardiner, the sailing master, and as he was the only one able to carry the ship into any port, would fain have brought him to their party, by offering him the command, declaring they

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intended to hoist Jolly Robin and the Cross Bones at the mast head and go a pirating in the East Indies ; but he refusing they confined him and took the command of the ship themselves. Thomas Smith acted as captain, running her before the wind and sea towards Quarnes Bay, which the confined master seeing and representing to them the danger of going into that place, they again gave him the command and he steered her into Camarinas in Spain, where they took to the boats and upwards of 100 escaped. Captain Read had his nose almost cut off and in the action, one Murphy, a ringleader, was shot dead and Maine, who is convicted, was shot in the back. They had little to say in defence, but complained, though it appeared without occasion, of shortness of allowance and other hardships and each insisted on his own innocence."

In 1761 the *King George* took the French East Indiaman *Beaumont* after a stout engagement, in which the former had 25 men killed and the latter 70. The prize arrived in Kingroad on 2nd October, escorted by H.M.S. *Milford*. She afterwards became the KINGSTON, and was advertised for sale in March, 1763, as follows : " The following dimensions must recommend her to the Merchants Service : 650 tons ; length, 138 ft. ; breadth, 33 ft. 4 ins. ; depth in hold, 13 ft. 2 ins. ; height between decks, 5 ft. 6 ins."

Declaration 2nd February, 1762, by Captain John Read. In the same month it was reported that Captain Read had taken a privateer of eight guns, which was lost as she was coming up channel, all the crew being saved, except one boy. In June the privateer *Granbourg*, 14 guns and 127 men, was taken and sent into Falmouth, in July the *King George* retook the brigantine *Levant*, 120 tons, snow *Fair Lady* and brig *Apollo*, and in August the snow *Sharpe* of Glasgow.¹

On 27th July, when off Cape Finisterre, the *King George* engaged for half an hour two French men-of-war, deep laden and armed *en flûte*, having their lower deck ports caulked up, and being full of soldiers bound for the Mississippi. One had on her upper deck 26 guns and the other 22. The *King George* had her rigging much disabled, and sheered off with the loss of 1 man killed and 6 wounded.

On 4th August Captain Read fell in with the French ship *Tiger*

¹ *Fonmon Castle*, Stroud, Guadeloupe for London ; *Volunteer*, Woodford, Charleston for Cowes ; and *Elizabeth*, Smith, Georgia for London, were all retaken and brought into Kingroad by *King George* early in 1762.

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convoying five vessels, and took her after an obstinate engagement of two and a half hours. During the action three of the *Tiger's* guns burst, killing 20 men and wounding many more, her total casualties being about 80. She was armed with 26 nine-pounders and carried 240 men; the *King George* having the same weight of metal and 130 men. The prize was very rich, and the cargo according to the captain had cost two million livres. The *Tiger* was commanded by Captain de Fabry.¹

The *Tiger* was put up for sale in February, 1763, and is described as of "550 tons; square sterned; rebuilt in Bristol in 1749 and mounts 22 nine-pounders; length on main deck, 127 ft.; extreme breadth, 33 ft. 10 ins.; height between decks, 5 ft. 3 ins.; depth in hold, 14 ft. 10 ins.; a most compleat and profitable merchant ship." This ship must have been the Bristol privateer which was taken by the *Rose* in 1758, and which had been originally taken from the French by H.M.S. *Falkland* in 1747, having had a notable career when commanded by Captain Seix. The *King George* was advertised for sale at the same time, and is described as "square sterned, mounting 24 nine-pounders on one deck, sealed fore and aft, butts all bolted, bottom trunelled, a new kelson bolted throughout, many new timbers put in and very lately new sheathed; this ship may in every respect be truly termed a good ship. She is beyond dispute a most remarkable sailer and has every qualification for a fine merchantman."

KING OF PRUSSIA. 300 tons. 18 guns. 60 men.

Owner: John Noble; declaration 8th March, 1759, by Captain William Anstice. In 1758 the *King of Prussia* rescued the crew of a Liverpool snow, commanded by Captain Wilkie, which foundered at sea when part of a convoy of 90 ships which sailed from Virginia on 26th September.

A passage of the *King of Prussia* is given in the *Leisure Hour* of 1876, in an article entitled "Notes from a Diary of the Last Century," written by "an Irish gentleman," and is as follows:—

"On Monday morning, the 30th of August, 1761, I embarked on board the good ship *King of Prussia*, Captain Gardner, bound to Bristol, at the Cove of Corke. At seven that morning we weighed anchor and got under sail, in company with the *Fowey* man of war

¹ On 30th January, 1762, the *Tiger* fought a three hours' action with H.M.S. *Danae*, of superior force. The latter had 18 killed and 42 wounded (7 mortally) before the *Tiger* made off. She afterwards unsuccessfully attacked H.M.S. *Deal Castle*, before being taken by the *King George*. (Beatson, ii. 594.)

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of 40 guns, having several ships under her convoy, bound to the West Indies. Captain French, of Corke [in the *Union*], bound to Bristol, sailed about an hour before us. At nine we parted company with the fleet, and bore away after Captain French, who was two leagues ahead of us; a moderate gale of wind at north-west.

"At twelve we fell in with a fleet of ships bound to the westward, convoyed by one man of war. Our captain hid his best men, for fear of being pressed, till we had passed the man of war, who soon, after inquiring our course, left us. At four this afternoon came up with Captain French, and bid him the go-bye; I could perceive a kind of emulation between the captains, whose ship sailed the best, but ours has greatly the advantage. Being extremely sea-sick most part of this day, left the deck at six in the evening, and betook myself to the cabin, where I found my fellow passengers in much the same situation; their names were Captain Greenfield, on half-pay; Mr. Van Nost, the famous statuary;¹ Mr. Morris, a young gentleman going to the Temple; and Mrs. Ashcroft, a Quaker lady, going to her husband.

"The ship rolling very much this night, could not sleep, but, falling into a dose, was, about seven o'clock, awakened by the cries of the sailors, "Land! Land!" which proved to be Lundy, distant about five leagues. This island is about three miles in length, of an oblong form, situated at the mouth of the Bristol Channel, high, and at most places inaccessible; at present uninhabited, but some time ago the rendezvous of one Benson,² who here carried on a most extensive smuggling trade, till at length, ousted by the king's officers from thence, who hanged one of his captains, and forced himself to fly. I was extremely diverted here with an odd custom of the sailors about paying their bottle and pound; every one who has never been at sea before being obliged by that to give the sailors a bottle of rum and pound of sugar, or be tucked up to the yard-arm, and from thence ducked three times in the sea. All our passengers, to avoid that disagreeable circumstance, were obliged to comply with it. At eight this morning, having dressed myself and gone on

¹ John Van Nost, Irish sculptor, died 1780.

² Thomas Benson. See *Life of James Baiber*, 1754. Baiber was boatswain of the *Nightingale* brig, owned by Benson. Also L. R. W. Loyd, *Lundy, its History and Natural History*, Longmans, London, 1925.

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deck, saw plainly the mainland of England on our starboard quarter, which, as informed by the captain, was part of Cornwall, distant about six leagues. At eleven, being abreast of Lundy Isle, saw a small skiff standing for us, which proved to be a fishing boat from Ilfracombe, being under great way, at the rate of eight and a half knots an hour; was obliged to shorten sail till she came up with us. We got out of her a pilot to carry us up channel. We could now see Captain French, whom we ran out of sight the night before, crowding all his sails between us and the Welsh shore.

"Having got in our pilot, we stood away, and ran for it as before. About two were abreast of Ilfracombe, a port town in Devonshire, and at four came up to Minehead, where were several ships at anchor. At nightfall sailed between the Holms, two islands 22 leagues from Lundy, on one of which, called the Flat Holm, is a lighthouse,¹ from whence came off to us another pilot, who carried us up to King's Road, where we came to anchor about twelve that night. Here were four men of war and several large outward bound ships. As soon as we came to an anchor I went to bed, and slept for three hours heartily, which greatly refreshed me. At the turn of the tide we again weighed to run up to Bristol, and hearing them, got up and came on deck; it being just dawn of day could see Captain French at anchor close under our stern, he having come up five hours after us. As soon as we had set sail, came on board us a man of war's boat to impress our hands, which the captain was aware of, and hid his best men in the hold. Among the man of war's men I knew one Dunroach, that served his time to Mrs. Mills, and has been in the navy since the commencement of the war. At King's Road saw a man hanging in chains at high water, who suffered there for murder. A very fine country on each side of us as we came up, finely cultivated and adorned with gentlemen's seats. At seven passed by Pill, a small, struggling town within five miles of Bristol, inhabited chiefly by seafaring people. Mr. Southwell's house² near this place looks charming from the water. Nothing, especially to one coming in from the sea, can equal the variety of the country seats on each side of the river Avon. As you come up here, the trees, houses, and agreeable villas of the merchants of Bristol, all

¹ Established 1737.

² Kingsweston House.

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contribute to make it delicious to the eye. At nine passed the Hot Wells, where we saw a vast concourse of gentry ; and, being towed up by a large boat, arrived safely at the Custom House Quay amidst an innumerable number of ships."

Felix Farley's Bristol Journal of 5th September, 1761, announces that : " Came in since our last, the *Union*, French, and *King of Prussia*, Gardner, from Cork." The *King of Prussia* was sold in 1762.

LEOPARD. 260 tons. 16 nine-pounders, 8 six-pounders. 200 men.

John Patrick, commander. In 1757 this ship was cruising in the Mediterranean, and in February, 1758, she took two prizes into Messina, and soon afterwards the *St. John Evangelist*, 16 guns, from Marseilles. In May it was reported that the *Leopard* had taken the *Ascension*, bound from Smyrna to Marseilles with a cargo of 200 bales of cotton wool besides mohair and resin, and carried her into Rhodes. Captain Patrick commanded the *Fame* in 1756 and early in 1757, and rejoined her in 1759.

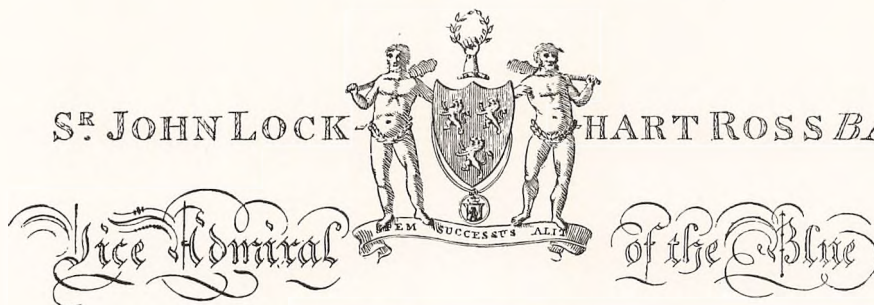
LION. 360 tons. 24 nine and six-pounders. 4 swivels. 250 men.

Owners : James Rumsey, John Powell, John Milton, Robert Vigor and Co. ; declaration 11th September, 1756, by Captain Robert How. The *Lion* sailed the same month, and the brig *Sea Nymph*, which had been taken by the privateer *Amiral* of Bayonne, was retaken and sent into Bristol. On 22nd December the *Lion* engaged a French ship of 30 or 36 guns for two hours and received two shot between wind and water, and soon had four feet of water in the hold. She renewed the action and fought for four hours, but was obliged to sheer off with her rigging much damaged, but had no casualties.

On 19th April, 1757, the *Lion* arrived in Kingroad, " having finished a successful cruise." She brought in with her a large snow and brig, outward bound, both richly laden with bale goods and some silks. A few days before she took the above prizes she engaged a stout French privateer of 26 guns, for more than two hours, which would have struck to her, but unluckily two large ships, her consorts, hove in sight, which obliged the *Lion* to quit her, having killed upwards of 30 men ; the *Lion* had not a man killed or wounded. Four or five days later this privateer, the *Victoire* of Bayonne, 26 nine-pounders, was taken by H.M.S. *Rochester*, 64.



S^R. JOHN LOCK HART ROSS BAR^T



The above is from the portrait painted by Sir Joshua Reynolds in 1760, when Lockhart-Ross was captain of H.M.S. BEDFORD, 64.

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In April, 1758, the *Lion*, in company with the London privateers *St. George* and *Veteran*, took a large store ship bound to Quebec, and sent her into Falmouth. The *Lion* returned to Bristol in June. Some of her prizes were the *Sireenne*, a French ship of 300 tons ; brig *Industry*, retaken ; brig *Newport*, retaken ; and *Requin*, schooner privateer.

In 1759 the *Lion* was a slaver. In December it was reported that the *Lion*, Captain How, had arrived at St. Kitts from Africa with 365 slaves on board, having on the passage been attacked by two French privateers, which were beaten off.

LOCKHART. 50 tons. 6 guns. 6 swivels. 30 men.

Owners : Edward Charleton, William Franks, Joseph James, Thomas Dibdin ; declaration 4th April, 1758, by Captain Thomas Vye (of Ilfracombe). The *Lockhart* returned to Bristol in June, having taken a Portuguese vessel, which was sent into Falmouth. *Felix Farley's Bristol Journal* of 22nd July reports that the "Dutch now begin to protect their ships bound for France, for the *Drake*, Captain Richardson, in company with the *St. Martin* of London and *Lockhart*, of this port, fell in with a fleet of Dutch merchantmen off Morlaix, and on the *Lockhart* bringing to one of them, to examine her, the convoy consisting of two Dutch men of war fired at him, so that the *Lockhart* was obliged to leave the vessel, after receiving an account that they were bound in with stores for the French Navy."

Declaration 17th August, 1758, by Captain James Bretts. On this cruise the *Lockhart* sent three prizes into Kingroad and retook the *Britannia* of Liverpool, also sent in.

In August, 1759, it was reported that the *Lockhart*, Captain Hellen, had been taken by a French frigate and carried into St. Martins.

The *Lockhart* was probably named after Captain John Lockhart of H.M.S. *Tartar*, who greatly distinguished himself by his captures of French privateers in 1756 and 1757. To show their appreciation the merchants of London presented him with a silver cup and salver worth 200 guineas. The cup was chased and embossed with seven privateers¹ taken in 1757, his own ship and his arms. The salver was 26 inches in diameter, with the following inscription : "The gift of the two public Companies, the Underwriters and Merchants of the City of London to

¹ Privateers *Cerf*, *Héros*, *Rose* and *Grand Gideon* were taken in 1756 ; *Mont Ozier*, *Victoire*, *St. Maria*, *Duc d'Aiguillon*, *Penelope*, *Comtesse de Gramont* and *Melampe* in 1757. (See page 228.)

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Captain John Lockhart, Commander of the *Tartar*, for his signal service in supporting the trade, by distressing the French privateers in the year 1757.”¹ He also received the freedom of Plymouth in a gold box, and a complimentary letter from the Admiralty, who appointed him at the end of the year to the command of the 50-gun ship *Chatham*, then building. Captain Lockhart spent the beginning of 1758 at Bath, recuperating his health, and on 21st April he was presented by the merchants of Bristol with a gold cup worth £100, “for his great vigilance in taking so many French privateers.” This cup is said to have been in possession of the late Earl of Rosebery.²

In 1760, on the death of his brother, Captain Lockhart succeeded to a baronetcy, and took the additional name of Ross. At the outbreak of the American War he was appointed to the *Shrewsbury*, and was present in that ship at the battle of Ushant on 27th July, 1778. In the following year he was promoted to rear-admiral, and after serving under Rodney and Howe in the *Royal George*, resigned his command on 7th August, 1782, and had no further sea service. By so doing he happily escaped the fate of Kempenfelt and about 900 others, who lost their lives when the *Royal George* capsized on 29th August.

Sir John Lockhart-Ross died a vice-admiral of the blue in 1790 at Balnagowan Castle, near Tain, Ross-shire, in his sixty-ninth year. His portrait in the uniform of a captain was painted by Sir Joshua Reynolds.

MARS frigate. 300 tons. 20 guns. 120 men. Letter of marque.

Owners: Robert Gordon, Edward Charleton, William Delpratt, Corsley Rogers; declaration 20th September, 1757, by Captain Joseph Dolman. In December it was reported that the *Mars* frigate had taken a vessel bound from Lorient to Middelburg and sent her into Plymouth. On 2nd May, 1758, the *Mars*, Captain Dolman, foundered when on a passage from Bristol to Philadelphia; the captain and 60 men were picked up by the *Anna* pink of London.

MARS. 180 tons. 18 guns. 10 swivels. 140 men.

Owner: John Noble; declaration 14th October, 1757, by Captain Samuel Oliver (of Falmouth).

¹ Beatson.

² C. Wells, *Short History of the Port of Bristol*, 1909.

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MARLBOROUGH. 200 tons. 16 guns. 10 swivels. 120 men. Letter of marque.

Owners: Thomas and Richard Farr, Wm. Tombs, Isaac Elton, Samuel Sedgeley and Co.; declaration 1st July, 1757, by Captain Samuel Richardson. A prize was taken in April, 1758, and in February, 1760, it was reported that the *Marlborough*, Captain Richardson, had arrived at Jamaica from Africa with 252 slaves. Two days before this she had been attacked by a privateer of 14 guns and 150 men, which had been beaten off greatly shattered, though with a loss to the *Marlborough* of her captain and two men killed.

NANCY.

Felix Farley's Bristol Journal of 13th November, 1756, reports that "the *Nancy* snow, from Jamaica which lately arrived here buried her captain on the passage home. Four days after his decease, a French privateer of upwards of 20 guns and 150 men, came up with her, with which she fought for two and a half hours and finally obliged to sheer off. The owners of the snow are so well satisfied with the behaviour of Mr. Feattus, the chief mate, that they are fitting her out for a privateer and have given him the command."

The only *Nancy* of Bristol found in the declarations about this time is one of 300 tons, dated 8th December, 1756, and commanded by Captain Joseph Hunter (of Northumberland).

There was another *Nancy* of 100 tons, mounting 12 guns, 4 swivels, with 30 men; declaration 11th August, 1758, by Captain Samuel Timberman, and owned by James Rumsey, William Champion, James Gotley and Francis Smith.

PENELOPE. 20 guns. Letter of marque.

In November, 1757, it was reported that the *Penelope*, Captain Graham, "of this port," had retaken the privateer *Fame* of Guernsey, and sent her into Falmouth. In June, 1758, Captain Graham took two prizes, which were sent into Kingroad.

PHŒNIX. 180 tons. 20 guns. 6 swivels. 120 men.

Owners: John Read, James Hilhouse and Co.; declaration 18th July, 1757, by Captain James Doran. On 24th March, 1758, the *Phœnix*, commanded by Captain John Read, took the French privateer

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Groignard of St. Malo, 10 six-pounders and 55 men, built at St. Malo in June, 1757. She was brought to Bristol and sold.

The following is from a letter of the second captain of the *Phœnix*, dated at Dartmouth, 6th April, 1758: "On the 3rd inst. we chased, and about ten o'clock came up with, the *Bellone*, privateer, of St. Malo, 16 six-pounders, 12 swivels and 120 men. I told Captain Read if it was agreeable to him I would board the Frenchman with the boat and did so with five men and myself; and by making use of the name of the *Tartar* man of war, and presenting my pistol to the captain's breast, struck them with such a panic that they could not stand. My men backed me bravely and we drove them with our cutlasses like a flock of sheep, when all on board the *Phœnix* thought we were cut to pieces but to their great surprise we soon sent them a boat load of prisoners."

The *Phœnix* and her prize arrived at Kingroad soon afterwards. On her next cruise the *Phœnix* was commanded by Captain Nash, and in July sent two prizes into Falmouth, returning to Bristol in November, 1758.

PITT.

Felix Farley's Bristol Journal of 21st July, 1759, reports that the *Pitt*, "of this port," had brought in a French ship with a cargo worth £35,000. In February, 1764, the *Pitt* brigantine, 130 tons, "almost new," was for sale, and in January, 1768, the snow *Pitt*, Captain John Shaw, is reported as having been "but 24 days last passage going to St. Kitts."

PRINCE FERDINAND. 300 tons. 20 guns. 50 men. Letter of marque.

Owners: William Reeve, Christopher Devonshire and Edward Lloyd; declarations 21st July, 1758, and 12th February, 1762, by Captain James Carbry. In February, 1759, the *Prince Ferdinand* fought an action of an hour and a half with a French frigate of 36 guns, full of men. "While the captain left the deck for a few minutes some of his men struck the colours and ran below, which on Captain Carbry seeing he ran up and hoisted them again, and as there was a high sea running, the Frenchman sheered off without attempting anything further, and the *Prince Ferdinand* arrived safely at Carthage." The *Prince Ferdinand* had a "lion head," and was painted "black and yellow." Captain Carbry had previously distinguished himself in 1749 by the recapture of his ship, the *Phœnix*, from Algerine pirates.¹

¹ See page 328.

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PRINCE OF WALES.

In 1757 it was reported that the *Prince of Wales*, Captain Lewis, "of this port," on her passage from Bristol to Jamaica, had been attacked by two French privateers of 10 and 12 guns, which were beaten off. She afterwards engaged another of 16 guns for three hours within sight of Antigua, but on the arrival of two frigates of 30 guns each she was taken and carried into Martinique. This ship may not have had a letter of marque.

There was another PRINCE OF WALES of 80 tons, 8 guns and 20 men, owned by Abraham Parsons; declaration 3rd September, 1762, by Captain Samuel Fitzherbert.

RANGER. 70 tons. 10 guns. 70 men.

Owners: Edward Charleton, William Delpratt, John Fisher; declaration 22nd June, 1757, by Captain Thomas Timberman. This vessel is always called the "ketch *Ranger*." In October she took a prize bound from Nantes to Morlaix, and brought her into Kingroad. In December, 1757, it was reported that the *Ranger* had been taken by a French man-of-war of 60 guns.

REVENGE. 300 tons. 26 guns. 10 swivels. 148 men.

Owner: Isaac Elton; declaration 25th June, 1757, by Captain Conway Heighington. The *Revenge* returned to Bristol in December after an unsuccessful cruise. In 1759 she was in the Newfoundland trade, and in July, 1760, took a French polacca in the Mediterranean, arriving at Bristol in August.

RIALTO. 300 tons. 20 guns. 50 men.

Owners: Morgan Thomas, Thomas Griffith; declaration 2nd December, 1756, by Captain John Thomas. This ship is advertised in *Felix Farley's Bristol Journal* of 5th August, 1758, as follows:—

"For the flourishing Colony of Virginia, the ship *Rialto*, Burthen 300 tons, 20 guns and Men answerable, with a Letter of Marque. John Thomas, Commander, to sail with all Expedition; having a Protection for the ship's Company; all Officers, Seamen and able-bodied Landsmen, who are disposed to enter on board said Ship, let them repair to the sign of the White Bear on the Key, where

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they will meet with due Encouragement. Likewise all Handicraft Tradesmen, Husbandmen and Boys that are willing to go over to the aforesaid colony, as indentured Servants for 4 years, let them repair to the White Bear as above, where they will meet with great Encouragement and be provided with good Diet and lodging, and each Servant will have a new Suit of Cloaths, and all other Necessaries fit and convenient for them. For Freight and Passage apply to Messrs. Morgan Thomas & Co. at their Compting House in Nicholas St. or to the Commander at Captain Forrest's in Princes St."

Declaration 7th April, 1762, by Captain John Thomas.

ST. ANDREW. 300 tons. 20 guns. 4 swivels. 140 men.

Owners: Devonshire and Reeve; Thos. Eaton, Robt. Gordon, Sydenham Teast and Co.; declaration 23rd August, 1756, by Captain William Olive; John Nelson, lieutenant. This ship was very successful, but does not seem to have done much fighting. She sailed on 4th September, and in October took the *Lys* of Bordeaux, from St. Domingo, and sent her into Cork.

In March, 1758, the *St. Andrew* sailed on a cruise, and in April recaptured the Bristol privateer *Johnson*, which had been taken by the French. In company with the *Duke of Cornwall*, she took a vessel laden with wine and brandy, and retook the *George* galley, from Poole for Newfoundland, and sent them both into Kingroad. The *St. George* of London from St. Kitts was also retaken and brought to Kingroad in April. In June a large ship bound for Canada was sent in, and the *John* from Bristol for the Straits was retaken and sent into Crookhaven. In October it was reported that the *St. Andrew* had retaken the *Jamaica* frigate of Boston, bound for London, and a smuggling vessel from Bilbao for the Isle of Man, and had sent them both into Cork. In November, 1758, Captain Olive returned from his cruise with a large Dutch prize.

In September prize money was paid for the above prizes, and also for the *Juffrow Maria*; *Duke of Marlborough*, Virginia to London, retaken; *St. Philip*; *Mary* galley; *Nuestra Senora del Buen Viage*; *Hannah*; *Ann Maria*; and *Vrow Maria*.

SALISBURY. 180 tons. 12 guns. 8 swivels. 60 men.

Owners: John Coghlan, Walter Stroud and Thomas Page, of Bristol; James Johnson, James Boucher, John Power and George Lookup, of

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London ; declaration 7th August, 1758, by Captain Lancelot Peacock. In September it was reported that the *Salisbury* had taken three prizes and sent two of them into Ilfracombe. In April, 1759, news was received that " the *Salisbury*, of this port, had been taken after a sharp engagement by a French privateer of 22 guns and carried into Bayonne. She had her captain and 8 men killed and 17 wounded."

SAMPSON. 250 tons. 22 guns. 4 swivels. 60 men.

Owners : Wm. Reeve, Christopher Devonshire, Edward Lloyd, Thomas Webb ; declaration 13th May, 1760, by Captain Osborne Greatrakes. The *Bristol Chronicle* of 4th October, 1760, prints the following from the *New York Gazette* :—

" New York. On Monday afternoon [25th August] arrived here in 6 weeks and 3 days from Bristol, the *Sampson*, Captain Greatrakes, 22 guns, 67 men. As she came up, H.M.S. *Winchester*, Captain Hale, lying in the Bay, gave a signal for her to bring to and sent a boat with an officer and 13 men to go on board her ; but the ship kept on her way without any regard to the signal, when the man of war fired at her and continued to fire successively several shot, one of which struck her just below the fore chains and went thro her ; but none of the people received any hurt. Meantime the man of war's boat, being ahead of the *Sampson* and at some distance on one side, hailed her and advanced to board, but the *Sampson's* men, having confined the captain and mate, fired a volley of small arms into the boat, when the officer desired them to desist, as did his men, but to no purpose for they fired a second time, killed 3 men on the spot and wounded another, so that he died soon after. The Magistrates of this city, having received information of the affair, immediately issued warrants to apprehend the people of the *Sampson* and when she was hauled into the dock, the sheriffs and constables who were on watch, in order to execute the warrants in the most effectual and peaceable manner, stayed till the captain and mate came ashore, and then took them into custody ; but the rest of the men on board armed with cutlasses and fire arms, would not suffer themselves to be taken, nor any person to come on board. This resistance being noticed by Captain Hale, he weighed anchor and brought the *Winchester* into the harbour alongside the *Sampson*,

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whose people, on the appearance of the man of war, got into such boats as they could find and dispersed different ways, some to Long Island and some up the river, leaving none on board but one or two men and two or three boys. who are supposed to have had no concern in this tragical affair. After examination of witnesses the captain and mate were admitted to bail."

It was probably for this affair that the *Sampson's* letter of marque was revoked and made void on 15th October, 1760. Captain Greatrakes must, however, have been acquitted, and his letter of marque returned, as in September, 1761, it is stated that he had, in the *Sampson*, taken a French snow from Martinique to Old France, of 10 carriage and 8 swivel guns with 30 men besides 20 British prisoners and a "ransomer for £800," belonging to a ship bound from Lancaster to Guinea. It was the practice for captains of prizes to sign ransom bills agreeing to pay sums of money to their captors on their return home, and one or more members of the crew were taken as sureties, who were known as "ransomers." This system was declared illegal in the American War. The following notice dated 14th May, 1757, is from a Bristol newspaper :—

"This day is published
and sold
by E. Ward on the Tolzey,
Ransom Bills
French and English,
And an Abridgement of the
Articles of War, Designed
for the Use of Privateers and
Vessels that carry
Letters of Marque."

Declarations 12th October, 1761, and 16th January, 1762, by Captain Roger Neilson. In October, 1761, a brig was brought into Kingroad, and on 4th April, 1762, the *Sampson*, Captain Neilson, took the *Jealousy*, from Marseilles to Havre, with a cargo of soap, oil and silk. Captain Greatrakes apparently rejoined the *Sampson*, as in January, 1763, it was reported that he had taken the privateer *Labour* of Bayonne, 26 guns and 220 men, and carried her into Newfoundland.

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SCORPION. 60 tons. 8 four-pounders. 12 swivels. 80 men.

Owners: John Stevenson, John Fisher, Humphrey Brown; declaration 13th January, 1757, by Captain Joseph Clark. Applicants for berths were invited to "repair to the Sign of the Three Mariners on the Key." The *Scorpion* returned in April, having fought an action on the 22nd with a French privateer of 18 nine and six-pounders.

"The *Scorpion* not being able to get away, the crew resolved to do their utmost and engaged the enemy for two and a half hours when Captain Clark and two men were killed. The command then devolved on Mr. White, the first lieutenant, who bravely fought her two hours longer, when after firing their wall pieces¹ upwards of one hundred times, besides the great guns, and having but two rounds of powder left, she received a shot in the hull, on which all the people imagining she was sinking, cried out for quarter, but that instant some powder on the enemy's quarter deck blowing up, set fire to their sails so that they did not hear them. This the *Scorpion's* crew thought a proper time to make off and crowding on all the sail they could and all hands at the oars, they continued till the next morning, in which time they were in sight of the Frenchman several times with a man of war in chase of her and as a French privateer called the *Ruby* is since brought into Plymouth by the *Lowestoft*, there is the greatest reason to think she is the same the *Scorpion* met with."

The *Scorpion* had nine men wounded, and several pieces of sharp iron fired from the Frenchman's guns were found in her decks. On 9th May, 1757, declaration was made by Captain Joseph White, late first lieutenant.

SEVERN. 150 tons. 16 guns. 10 swivels. 120 men.

Owners: John Noble, Stephen White, Richard Meyler, Andrew Pope, Wm. Arnold; declaration 11th August, 1757, by Captain Thomas Lynch. On 15th December the *Severn* in company with the *Constantine* took the French ship *David*, 400 tons, bound from St. Domingo to Bordeaux, which had come out with 30 sail and separated through bad weather. Three hours after the capture of the *David* "a French frigate of 36 guns, in bearing down upon the *Severn* and *Constantine*, by some accident overset, and every soul perished. The two privateers were drawing up their courses and making ready for their defence, when they saw the accident happen in tacking, but could not give any assistance to save the crew." The *David's* cargo was sold at Bristol in April, 1758.

¹ Enlarged firearms mounted on swivels for placing on walls of a fort or a ship's bulwarks.

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SPOTSWOOD. 200 tons. 14 guns. 4 swivels. 30 men.

Owner : Thomas Knox ; declaration 30th August, 1756, by Captain Charles Seaton. In 1757 the *Alcenette* and *Aimable Rosa*, both bound from St. Domingo for Bordeaux, were taken by the *Spotswood* on her passage from Bristol to Virginia, and on 15th June, in company with the *Prince of Wales*, Captain Lewis, she recaptured the brig *Sarah*, Captain John Mackay, bound from Bristol to Boston.¹ All three vessels were brought into Kingroad, and the cargoes of the two Frenchmen were sold in August.

In January, 1758, it was reported that the *Spotswood* had taken two prizes, and in June, 1760, she arrived at Virginia from Bristol in a shattered condition, having had an engagement with a French privateer of 22 guns, in which Captain Seaton had nine men killed and wounded.

STERLING. 100 tons. 12 guns. 60 men.

Owner : Thomas Rock ; declaration 13th April, 1757, by Captain Robert Wallace. On her first cruise the *Sterling* took the *Vainqueur*, bound from Bordeaux to Quebec, and in company with the London privateers *Defiance* and *Deptford*, recaptured a ship called the *Britannia*, bound from Jamaica to London, and sent her into Falmouth.

On 17th June, 1762, the *Sterling*, Captain Lewis, when on a passage from Bristol to St. Kitts, was taken by a French privateer off Deseada and carried into St. Thomas.

SUCCESS snow. 180 tons. 14 guns. 4 swivels. 30 men.

Owners : Devonshire and Reeve ; Thomas Easton, Mark Davis, Edward Lloyd ; declaration 2nd December, 1757, by Captain Joseph Cookson.

Another success was owned by John Noble ; declaration 8th March, 1759, by Captain Martin Boyce. In December, 1760, the *Success*, Captain Boyce, was reported taken by a Bayonne privateer.

SUCCESS snow. 120 tons. 6 guns. 16 men. Letter of marque.

Owners : Joseph Bower, James Downe ; declaration 18th January, 1762, by Captain James Doran. Several privateers were fitted out, and letters of marque issued on the entry of Spain into the war in 1762. The advertisement of the *Success* states that "as this vessel will be one of

¹ See Gomer Williams, *Liverpool Privateers*, 1897, p. 128.

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the first at sea, all Gentlemen Sailors and Landsmen who are willing to try their fortunes on board said vessel and at the same time be at a certainty in regard to monthly wages, may immediately enter by applying to the Captain on board or at his house on St. Augustine's Back." In December, 1762, when on a passage to South Carolina, Captain Doran engaged a Spanish privateer of 10 guns, and after a long action obliged her to sheer off.

TARTAR. 250 tons. 22 guns. 100 men.

Owners : Thomas Rock, Robert Gordon, William Delpratt, Edward Charleton and Co. ; declaration 20th December, 1756, by Captain John Shaw. On 19th November, 1756, the *Tartar* recaptured the *Cadiz Packet*, Captain Guthrie, which had been taken by a French privateer, and sent her into Plymouth. She also took the *Elizabeth*, *Joseph Olive*, and on 19th January, 1757, retook the *Sally*, Captain le Groffe. A few days later in heavy weather, 12 six-pounders and 6 three-pounders had to be thrown overboard, there being then seven feet of water in the well, but she arrived safely at Kingroad in February. On 8th May the *Tartar*, Captain Shaw, took the French privateer *Vin du Village* of 10 guns and 75 men. The latter was a snow, "lately launched and at sea but 15 days when taken."

Declaration 18th November, 1757, by Captain James Doran. On 7th January, 1758, the *Tartar* had an engagement with a French ship of 26 guns, but was beaten off with a loss of 3 killed and 7 wounded. She returned to Bristol the same month.

TARTAR'S PRIZE. 80 tons. 12 guns. 10 swivels. 80 men.

Same owners as *Tartar* ; declaration 25th June, 1757, by Captain William Watkins. In March, 1758, the *Tartar's Prize* was taken and carried into the Isle of Rhé. Possibly the *Vin du Village*.

TIGER. 570 tons. 30 guns. 300 men.

Owners : Michael Miller, Isaac Edwards, Jarrit Smyth, Martin French and Co. ; declaration 7th June, 1756, by Captain Peter Griffin ; Isaac Sharp, second captain. The *Tiger* is advertised in May as "so Famous in the late War," so is therefore the ship which was taken by the *Falkland* on 22nd February, 1747, and afterwards commanded by Captain Seix. In August the *Tiger* took the French ships *Nestor* and

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Comte de Noailles. "They drew up in line of battle and the *Nestor* fired the first broadside, but without doing any damage. The *Tiger* then returned the fire and killed the captain, first lieutenant and seven hands when she immediately struck and was followed by the other prize. They had sailed from Martinique on the 14th in company with 15 merchantmen under convoy of four men-of-war."

The following notice in the newspaper of 6th May, 1758, refers to this cruise :—

"This is to give notice. To the Officers, Seamen and others, belonging to the *Tyger* Privateer's First Cruise, that the Prize Money for the Ships *Comtesse de Conflans*, *Bien Acquis* and *Judith* taken by the said Privateer, will be paid them on Monday, the 8th May next, at Nine o'Clock in the Morning, at the sign of the Three Cups on the Back."

The *Tiger* arrived at Kingroad on 15th October, 1756. She is advertised as follows on 4th May, 1757 :—

"On a Four Months CRUISE

The famous TYGER

PRIVATEER

Burthen about Five Hundred and Seventy Tons ; Carries 26 Nine Pounders, 10 Four Pounders and 280 Men. John Neilson, Commander. Isaac Sharp, Second Captain. All Officers, Seamen, Landsmen and others, that are willing to enter on board the said Privateer ; let them repair to the Sign of the Landogar Trow in King Street, where they will meet with proper Encouragement."

The Llandoger Trow Tavern still stands in King Street, and is said to have been built in 1664. Browne's *Bristol Directory* of 1785 gives a list of coasters, which includes the *Landogar* trow. She was owned by Russell and Jenkins, and traded between Bristol and Berkeley.

Declaration 5th July, 1757, by Captain John Neilson. On 4th February, 1758, the *Tiger* took a French privateer of 12 guns, but not long afterwards she was herself taken by the French man-of-war *Rose*, 30 guns, after a two hours' engagement, and carried into Malta. An extract from a letter of the surgeon in the newspaper of 13th May states



Photo by Turle, Bristol.

THE LLANDOGER TROW, KING STREET, BRISTOL.

Trows are flat-bottomed sailing barges, formerly very numerous on the Severn and Wye. They are mentioned in connection with Bristol as early as 1479. Llandoger is probably Llandogo on the Wye, seven miles south-east of Monmouth. Apparently the name of the tavern is not as old as the building, unless it was named after an earlier LANDOGAR trow than the coaster of 1785.

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that the *Tiger* had 6 men killed, 4 mortally wounded and 13 wounded. The rest of the crew were well, and 32 of them had joined the privateer *Hawke* of London, with all the officers except Messrs. Sharp and Leary. The surgeon went to a privateer called the *Mars*, apparently belonging to Malta.

The *Tiger* was afterwards retaken by the *King George* in January, 1762.

TRIAL.

The first *Trial* was 40 tons, 10 guns, 6 swivels and 40 men, owned by Peter Protheroe, Thomas Drew, Francis Rogers and Co.; declaration 14th July, 1756, by Captain John Chilcott.

The second *Trial* was 150 tons, 24 guns, 4 swivels and 100 men, owned by Henry Bright and Jeremiah Ames; declaration 5th March, 1757, by Captain George Burford. In July she brought into Kingroad a French ship of 400 tons, bound from Bordeaux to St. Domingo, taken after a two hours' engagement, in which the *Trial* lost 3 killed and 1 wounded. Declaration 26th August, 1758, by Captain James McTaggart. The *Trial* brought a prize into Kingroad in October, but was taken and burnt by a French frigate in November.

The third *Trial* was 180 tons, 22 guns and 140 men, owned by Henry Bright and Jeremiah Ames; declaration 18th January, 1762, by Captain Charles Gwynn. In March she sent a homeward-bound St. Domingoman into Falmouth. The ship *Trial*, 180 tons, 96 ft. keel, 27 ft. beam, was for sale in September, 1767.

TYRREL. 80 tons. 8 guns. 40 men.

Owners: Henry Johns, Edward Charleton, Joseph James, merchants; John Shaw, mariner; declaration 11th April, 1759, by Captain James Bretts.

In February, 1760, the *Tyrrel* was commanded by Captain Richardson, and took a Bayonne privateer of 4 guns, 12 swivels and 45 men, which was sent into Kingroad.

VIRGINIAN. 300 tons. 16 guns. 50 men.

Owner: Thomas Knox; declaration 5th July, 1758, by Captain Benjamin Wright. In September, 1760, the *Virginian*, Captain Lindsay, from Guadeloupe, was lost off Aberthaw, South Wales; all hands were saved.

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WILTSHIRE. 180 tons. 22 guns. 10 swivels.

Owners : Thomas Easton, Austin Goodwin, William Reeve, Edward Whatley and Co. ; declaration 15th August, 1757, by Captain Jacob Smith. This ship sent a prize into Kingroad in December.

In March, 1758, the *Wiltshire*, Captain Smith, took a prize and returned from her cruise in April, in which she had exchanged shots with a large French ship of 400 tons and 16 guns, "but losing a topmast in the chase, lost a prize." One of her prizes, the snow *Chairambault*, was sold in May, 1758.

LIST OF SHIPS WITH TONNAGE, GUNS, SWIVELS, MEN, DATES OF LETTER OF MARQUE DECLARATIONS, COMMANDERS AND OWNERS NOT MENTIONED IN THE FOREGOING PAGES.

Felix Farley's Bristol Journal of 16th July, 1757, contains a list of 39 privateers. Four of these vessels, viz. *Crab*, *Fox*, *Hibernia* and *Lyme*, with *Hay*, *Frisby* and *Pitt*, mentioned by Latimer, have not been found in the declarations.

ALEXANDER	.	.	150	8	6	25	30.8.1758.	Thomas Jones. Hollis Saunders, sole owner.
AMERICA	.	.	220	10		25	7.4.1762.	Joseph Fisher. Thomas Griffith, Morgan and Thomas Thomas.
ANCIENT BRITON			300	28		200	20.4.1757.	George Murray.
privateer.							17.10.1757.	Robert Wallace. John James, William Franks. Took two prizes in July, 1757.
ANNA MARIA	.	.	100	10		35	21.1.1762.	Robert How. Thos. Lucas, Martin French, Wm. Clymer, Evan Rice, Thos. Clark.
ANN	.	.	80	8	4	30	12.1756.	William Perry. Leighton Wood, sole owner.
ANN galley	.	.	200	12	6	24	8.4.1761.	John Smith.
							31.3.1762.	John Smith. John Noble.
BETSEY	.	.	140	10		30	17.8.1757.	John Furze. William Bull, Francis Daniel, Samuel Hill.
			100	10		25	30.8.1762.	Nicholas Andrew. William Hilhouse, Samuel Sedgeley. Foundered in Atlantic, 1765 ; crew saved.

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BOSCAWEN ¹	.	.	300	20	50	8.2.1762.	David Jenkins. John Noble.
BOSTON PACKET	.	.	120	10	20	31.3.1762.	Robert Kennedy. William James, Edward Lloyd.
CAPE COAST	.	.	150	16	8 50	14.10.1757.	William Brown. John Stevenson, John Nutt, Hollis Saunders, Samuel Peach, Humphrey and William Brown. English built.
CATHERINE	.	.	160	14	30	15.6.1762.	Richard Bolton. James Bonbonous. The <i>Catherine</i> , Captain Bolton, was taken and carried into St. Croix, 1763.
CHAMPION snow	.	.	140	14	6 70	16.6.1756. 28.7.1757.	Nicholas Darby. William Francis. John Noble.
CLIFTON	.	.	150	16	40	19.4.1762.	John Smith. Samuel Muncckley, Richard and Thomas Farr. The <i>Clifton</i> , Captain Smith, was lost at Madeira on 12th April, 1766.
CONCORD snow	.	.	80	8	40	27.1.1762.	William Butler. James Bonbonous.
CRAB	.	.	.	.	12	1757.	
DOLPHIN	.	.	70	6	25	21.1.1762.	Gregory Perkins. Jacob Elton, Isaac Elton, Senior and Junior.
DRAGON privateer	.	.	50	14	10 100	12.5.1758. 31.10.1758.	John Liddall. Daniel Leary. Samuel and Jonah Thomas, Martin French, Michael Miller. "Built entirely for the purpose."
DRAKE sloop	.	.	80	10	20	22.10.1762.	Abraham Bailleul. Nehemiah Champion.
DUKE OF CUMBERLAND.	.	.	250	16	40	4.8.1762.	John Studdy. Isaac Elton, Senior and Junior.
DUKE OF YORK.	.	.	200	8	25	13.8.1761.	John Crawford. Hollis Saunders, John McKerrall.
EUROPEA	.	.	300	30	12 120	25.6.1757.	Nicholas Darby. John Noble.

¹ The new ship *Rutb*, late the *Boscawen*, "furnished with a patent windlass and her pumps have brass chambers," was for sale in July, 1768.

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FANTYNE	.	.	.	200	14	40	5.7.1756.	John Gordon. Edward Nicholas, William Gordon & Co.
FLEMING	.	.	.	250	16	30	10.9.1758.	William Bourk. Hollis Saunders.
FOX	.	.	.	120		110	1757.	Richard Twine.
FRISBY.	.	.	.					Convict and emigrant ship to Maryland in 1757, with a letter of marque. (Latimer, p. 326.)
GALLANT	.	.	.	200	16	30	8.11.1762.	Richard Forrest. ¹ Michael Atkins, Thomas Deane. Early in 1761 the <i>Gallant</i> , Captain Forrest, with <i>Hector</i> , Captain Thomas, took French ship <i>Amphion</i> into St. Kitts.
GAMBIA	.	.	.	200	14	50	26.8.1758.	Samuel Whiting. James Rumsey, Francis Smith, Humphrey Brown, James Morgan.
HANNIBAL	.	.	.	180	12	24	2.5.1761.	John Bond. Abraham Parsons.
HANOVER PLANTER	.	.	.	350	12	40	15.10.1756.	Thomas Smith. Robert Gordon, Richard Farr & Co. Afterwards the <i>Bristol</i> .
HAWK	.	.	.	300	14	40	2.11.1761.	William Stephens. Henry Garnett.
HAY	.	.	.					Taken. (Latimer's list, in <i>Annals</i> , p. 320.)
HECTOR	.	.	.	200	14	50	3.10.1761.	John Chilcott. John Curtis, Michael Atkins. "Square stern, lyon's head, painted black, yellow and red."
HENRY	.	.	.	300	16	50	5.11.1757. 1.12.1758.	George Lewis. Owen Watkins. Thomas Harris, John Curtis, Michael Atkins.
HIBERNIA	.	.	.	130	16	130	1757.	— Smith.
HORNET	.	.	.	40	8	6 35	5.10.1758.	Edmund Gidley. John Shaw, Robert Gordon & Co.
HUNGERFORD	.	.	.	180	16	50	19.4.1762.	Walter Robe. John Powell, John Vaughan, junior, Israel Alleyn.

¹ Captain Richard Forrest, of the *Mary* of Bristol, died at Jamaica in July, 1766. "He was in the Jamaica Trade upwards of 20 years, and acquitted himself in his employment with unsullied reputation. And in justice to his memory, it may without flattering be further said of him, that he was an indulgent husband, a tender father and a faithful friend."

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INDIAN PRINCE . . .	100	12	30	15.5.1762.	John Neilson. John Fowler, Robert Gordon.
INDIAN QUEEN . . .	200	18	12	50	29.1.1758. Rowland Rice. Walter Lougher, Richard Farr, James Banister, William Delpratt.
INDUSTRY . . .	100	8	4	30	22.12.1757. Robert Anderson. Isaac Elton.
JULIUS CÆSAR . . .	300	20		50	30.4.1762. Israel Alleyn. Isaac Elton, senior and junior.
JUNO . . .	110	10		30	3.5.1762. John Burton. William Delpratt, Henry Johns, William Watkins.
KING DAVID . . .	200	10	6	40	10.6.1756. George Bishop. 14.6.1758. William Lewis. 14.1.1762. Thomas Lewis. Walter Lougher, Isaac Edwards & Co. "Lyon head, painted black and yellow."
KING GEORGE . . .	350	26	4	100	7.7.1757. James Wallace. John Knox, sole owner.
KINGSTON . . .	300	20		50	1.12.1758. George Lewis. Thomas Harris, John Curtis, Michael Atkins.
KITTY sloop . . .	120				19.11.1756. William Colquhoun. 1.10.1761. Patrick Halloran. James Laroche, senior and junior.
LAUREL snow . . .	100	14		35	5.2.1757. James Cawley. James Prunnsey & Co.
LEVANT . . .	300	28	12	120	1.8.1757. Thomas Darby. 10.4.1758. Thomas Darby. Took the <i>St. Dominique</i> in April, 1759. 7.6.1762. Thomas Thompson. John Noble. Taken by Spaniards in 1762.
LOTTERY privateer . . .	100	16		90	18.7.1757. John Liddall. Thomas Rock.
LOVELY REBECCA . . .	120	9	4	25	22.12.1757. Richard Scurr. William Webb, Thomas Lucas, James Connor, senior.

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LOVELY REBECCA	. 50	10	6	30	20.1.1759.	Robert Nixon. Pitman Scandrett Field of Bristol ; Robert Travers of Cork.
LUCEA	250	14		50	13.10.1756.	John Williams. 6.6.1758. John Glasford. Robert Gordon, James Ruscombe, Thomas Deane, Thomas Smith. The <i>Lucea</i> , Captain Glasford, foundered at sea in 1768 ; the crew reached Sable Island in their boat and were rescued by a Boston schooner.
LYME	120	16		100	1757.	See page 202.
MARQUIS OF GRANBY	250	20		50	15.1.1762.	Edmund Stott. Isaac Elton & Co. "Square stern, lyon head, white and yellow, three masts." The <i>Marquis of Granby</i> , Captain Stott, from Newfoundland, was lost near Leghorn in January, 1764.
MARQUIS OF LOTHIAN	120	16		50	10.6.1756.	Thomas Jones. John and Joshua Powell, John Ruscombe. Taken in 1757.
MERCURY	150	12	4	35	7.6.1757.	William Engledue. 14.7.1757. Jasper Feattus. James Rumsey, Edward Charleton, Robert Lucas & Co.
MILFORD	250	18		60	26.10.1756.	Abraham Watson. 2.1.1759. John Lorain. Richard Meyler, Henry Bright, Mark Davis, Matthew Ford.
MINEHEAD	300	20		40	23.11.1757.	Thomas Forrest. 14.1.1762. Thomas Forrest. Devonshire & Reeve ; Edward Lloyd, John Harford. "Square stern, woman's head, black and yellow."
MYRTLE	100	12		40	22.12.1758.	James Hutchinson. James Rumsey, John Brown, John Molton, Thomas Jenkins & Co.
NEW GRACE	300	18		100	14.10.1757.	Alexander Kerr. 13.9.1762. John Clark. Thomas Penington & Sons.
NUGENT snow	160	16	4	40	27.4.1758.	James Beach. Edward Lloyd & Co.

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OLDBURY . . .	140	10	35	16.3.1758.	John Watkins.
				21.1.1762.	John Watkins.
					Thomas Deane and Co. Blown up off African coast early in 1763, with nearly 500 slaves on board.
OLIVER CROMWELL .	80	14	10	100	11.7.1757. Paul Flynn.
privateer					Daniel White, James Ireland, John Snow, John Stevenson, Samuel Sedgeley, Allen Bright, William Hunt.
PATRIOT . . .	ex				<i>Duke of Bedford.</i> 1758. Thomas Dixon.
PEARL . . .	100	12	40	18.1.1762.	John Barker.
					Thomas Deane, John Curtis, William Draper, William Redberd.
PICTON CASTLE .	100	10	34	24.6.1756.	John Fowler.
					James Rumsey, John Powell, William Tombs, William Delpratt.
PLANTER . . .	270	10	25	19.8.1756.	Thomas Aselby.
		22	120	9.9.1757.	Henry Buss.
				7.5.1759.	John Randolph.
		10	30	30.7.1762.	Thomas Aselby.
					William Jones, Joseph Farrell, Thomas Deane. Dismasted in 1760.
PRINCE GEORGE .	150	14	20	27.4.1762.	William Greenway.
					Thomas and Ferdinand Penington. "A square stern, gally built, with three masts, a Lyon head, her Quarter pieces striked, hull painted black and yellow."
PRINCESS CAROLINE .	150	14	50	12.10.1757.	Patrick McArdle.
					Isaac Elton.
PROSSER . . .	250	12	30	8.11.1762.	James Thomas.
					Michael Atkins, Thomas Harris.
PROVIDENCE . .	300	10	20	29.6.1759.	James Leisman.
					William Finch, of Cambridge; Abram Spooner, of Birmingham. Edward Parker, of Bristol, agent. "English built pink, without a head, painted black with a white image called Diana at her stern."
PRUSSIAN HERO .	400	22	130	9.4.1759.	John Neilson.
					Devonshire & Reeve; Edward Lloyd.

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QUEEN ELIZABETH .	300				19.8.1757.	William Heney. Wrecked in Ilfracombe Harbour, September, 1758.
RECOVERY . . .	120	16	16	100	12.10.1757.	Ralph Hutchinson. James Rumsey, Thomas Llewellyn, Francis Daniel, Thomas Pugh, Allen Bright.
RISING SUN . . .	150	6		25	7.8.1758.	John Studdy. 15.12.1761. Joseph Bond. Corsley Rogers, junior.
RUBY	300	16		50	5.8.1758.	Robert Wallace. 29.10.1762. Daniel Henderson. Thomas Harris, Michael Atkins, John Curtis.
ST. GEORGE . . .	100	14	2	50	9.8.1757.	Thomas Griffith. 21.11.1757. John McCarthy. Samuel Webb, George Weare, Richard Jolliffe.
SALLY	100	8	10	20	27.8.1756.	Samuel Parsons. 20.10.1756. Abraham Parsons. ¹ 14.6.1757. John Devonald. 26.10.1762. William Fuller. Abraham Parsons.
SPITFIRE	150	16	6	80	20.12.1757.	Paul Brownett. privateer Samuel Sedgeley, Richard Symes, John Snow, John Stevenson, James Ireland.
SWAN	150	16		30	17.2.1762.	James Thompson. Nehemiah Champion. In April, 1763, the <i>Swan</i> , Captain Thompson, was reported taken off Martinique.
TARTAR snow . .	120	14		40	5.2.1757.	Stephen Webb.
TARTAR	40	14		50	8.2.1759.	Griffith Hutchings. Hollis Saunders, Sydenham Teast, John Snow.
TAVIGNON	300	20		50	14.1.1762.	Nicholas Darby. Henry Garnett; Richard Neave, of London. "Lyon head, black and red." Possibly the St. Malo privateer <i>Tavignon</i> , at sea in June, 1757.
TRUE BRITON . .	130	6	2	20	30.12.1756.	John Smith. 30.8.1762. John Harbison. Samuel Munckley, Richard Farr, William Wansey.

¹ On 18th May, 1789, "died Mrs. Parsons, widow of Abraham Parsons, Esq., late Consul at Scanderoon, and sister to the Rev. Mr. Berjew, vicar of All Saints." Scanderoon is Alexandretta in Syria.

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TRUE PATRIOT	320	16	40	19.8.1756.	William Randolph.
				19.10.1758.	Thomas Aselby. ¹
				18.1.1762.	William Randolph.
					Joseph Farrell, William Jones, Thomas Deane. A prize taken by this ship arrived at Kingroad in November, 1757.
TRITON	70	8	25	19.4.1758.	Nicholas Doyle.
					John Fowler, Henry West, John Humphreys, William Gabbittas. In March, 1761, the <i>Triton</i> , Captain Doyle, was reported taken by the French.
VULTURE	120	16	16	100	29.7.1757.
					Francis Macnamara, James Rumsey.
YOUNG WILLIAM	120	12	30	23.11.1757.	William Escott.
				1.2.1762.	William Escott.
					Abraham Parsons. ²
YORK	220	10	4	40	24.12.1756.
					George Walker.
					Christopher Lilly, Edward Harford, Morgan Thomas.

Felix Farley's Bristol Journal of 9th June, 1764, announces that "several English sea officers are now in the Service of the King of Sardinia, among whom is Capt. James Webster, who commanded a privateer out of this port in the late war." No other reference has been found to Captain Webster.

¹ On 20th May, 1783, "died Capt. Aselby, an old Commander in the Virginia Trade, whose conduct thro' life made him very much respected, and now as much regretted." This is probably Thomas Aselby, as John Aselby was alive in 1785.

² Abraham Parsons was the author of *Travels in Asia and Africa, Including a Journey from Scanderoon to Aleppo, and Over the Desert to Bagdad and Bassora, etc.*, edited by John Paine Berjew, London, 1808. The latter's Preface states that "Mr. Abraham Parsons was originally bred to the navy, in which his father was a captain. In the earlier part of his life he commanded different vessels in the merchants' service, during which period he visited several parts of the globe; a pursuit particularly adapted to the turn of a mind naturally fond of novelty and remarkably inquisitive. When he quitted the sea he carried on considerable commerce as a merchant in Bristol, which, not being attended with the desired success, after some years, he was obliged to relinquish. After this he was, in 1767, appointed by the Turkey Company, consul and factor marine at Scanderoon; a situation which, after a residence of six years, he was obliged, from the unhealthiness of the country, to resign, when he commenced a voyage of commercial speculation. Soon after the conclusion of this tour he retired to Leghorn, where he died in 1785. The manuscript devolved, by the author's bequest, to the Rev. John Berjew, of Bristol, his brother-in-law, and from him descended to his only son, the present editor, whose principal motive in the present publication arises from a desire to comply with the wish of a much respected father, and the suggestions of several literary and scientific friends." There is a reference to Parsons in *The Desert Route to India* (Hakluyt Society, 1929, xxviii.), and also to another pioneer of the same route, Richard Steel (see *ante*, p. 55), whose "Journal" of travel from Ajmere to Ispahan (1615-16) is in Purchas, iv. 266.

CHAPTER XIV

AMERICAN REVOLUTIONARY WAR, 1775-1783.

THE beginning of the struggle for American independence is usually considered to have been the skirmish at Lexington on 19th April, 1775, though minor hostilities had occurred at sea from as far back as 1764. The Declaration of Independence was signed on 4th July, 1776, and after a long delay the Admiralty gave notice in April, 1777, that they were "ready to issue commissions to private ships for cruising against the Americans." In March, 1778, Great Britain broke off relations with France, which was followed by the declaration of war by Spain on 17th April, 1780, and by Great Britain on Holland 20th December, 1780.

Latimer states that with two or three exceptions the owners of Bristol privateers "sustained disastrous losses. Only one important prize, in fact, was captured—a richly-laden French East Indiaman, brought in by the *Tartar* and *Alexander*, and which, according to the *Bristol Journal*, had been insured by London underwriters for £100,000."¹ This was the *Ferme*, taken in 1778. The most notable event of that year took place on 6th December, when the *Lion*, Captain John Shaw, and *Vigilant*, Captain John Marshall, engaged at night the line-of-battle ships *Orient*, 74 guns, and *Artésien*, 64 guns; quite as noteworthy an exploit as the action between the London privateer *King George*, Captain George Walker, and the Spanish *Glorioso*, 80 guns, on 6th October, 1747, though the latter is much better known. The *Vigilant* was taken, but the *Lion* arrived safely at Bristol.

In 1779 the *Old England* was taken by the French frigate *Surveillante*, and the island of St. Bartholomew was captured by five privateers, of which the *Jackal* of Bristol, Captain McDavitt, was one. On 24th August the *St. Innis*, a rich Spanish ship, was taken by the *Amazon* of Liverpool and *Ranger* of Bristol and brought into the latter port. The *Cato* was taken in May, the *Mars* was lost at sea with all hands, and the *Jackal* wrecked at St. Michael's with great loss of life.

¹ Latimer omits the *D'Endracht* and *Santa Inez*.

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In January, 1781, Captain Shaw, now in the *Cæsar*, helped to take the *D'Endracht*, valued at £36,000, and on 24th February the Dutch colony of Demerara was taken by six privateers, of which four belonged to Bristol. In August the *Enterprise*, *Greyhound* and *Heart of Oak* were captured by the enemy.

In February, 1782, the *Mercury*, Captain Conway Heighington, ran the blockade and took a valuable cargo of supplies into Gibraltar, then besieged by the Spaniards, for which Captain Heighington was given a commission as lieutenant in the Royal Navy. Lieutenant Heighington's residence was 43 St. Michael's Hill. The newspaper announces his death on 21st October, 1796, and the register of St. Michael's Church records that "William Conway Heighington, aged 72 years, from St. Augustine's, was buried on October 26th, 1796."

On 27th June, 1782, the *Cæsar*, Captain Valentine Baker, beat off a French frigate, for which service he was presented with a piece of plate by the Bristol merchants. Captain Baker, grandfather of Sir Samuel Baker, the discoverer of the Albert Nyanza, was born in 1737, and it is said that "following the example of his father and grandfather, he entered the Royal Navy as a youth; but subsequently abandoned this career, in order to take the independent command of a privateer." In March, 1784, Captain Baker was in command of the "new ship" *Simon Baker*, owned by William Miles, apparently on her maiden voyage.

Captain John Shaw, born in 1716, was the most notable commander of the war. Little is known of his earlier career, except that it was said in 1778 that he had served "in the two last wars both as a seaman and an officer," and he is probably the John Shaw who commanded the *Blakeney* in 1756, *Tartar* in 1757, *Bristol* in 1758, and *Pitt* in 1768. In December, 1772, Captain Shaw was living in Princes Street, and was master of the *Britannia* yacht, running to Cork and Youghal. This vessel is advertised in *Felix Farley's Bristol Journal* of 6th November, 1773, as follows:—

"For Cork, The *Britannia* Yacht,¹ John Shaw, Master, will sail in a few days. Ladies and Gentlemen may depend on the said yacht sailing on the day appointed, if the Wind and Weather permit. That nothing shall be wanting relative to the Yacht or her Accommodations, to render her Passage more agreeable.

"Johnny Shaw requests the favour of the Gentlemen Shippers,

¹ A new *Britannia* yacht was fitting out in May, 1784; Harding Shaw, master.

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who intend favouring him with Goods, to let him know the Quantity and Quality, that he might keep the *Britannia* in a galloping Trim. Good Accommodations for Horses and Carriages. The said yacht lies at the lower end of Princes Street."

After commanding the *Lion* in 1778 and *Cæsar* in 1780, Captain John Shaw was appointed on 13th December, 1781, by the Society of Merchant Venturers, Haven Master of Bristol, in succession to Captain John Baker, deceased. The following reference to Captain Shaw is from *Bonner and Middleton's Bristol Journal* of 15th July, 1786 :—

On 13th July "the Gentlemen who compose a Musical Society of this city, with several of their friends, proceeded on an excursion down the river in a large barge commodiously fitted up for that purpose, with colours flying and accompanied by several boats with other parties. On reaching Hungrood, Capt. Shaw, with his usual politeness, saluted them with 13 guns, and a display of colours from his platform ; from thence they proceeded to Portishead, where the several companies dined in a rural manner in the wood and fields adjacent. On the flood of tide they embarked, and proceeded again to Hungrood, where they had a second salute of 13 guns from Capt. Shaw. After waiting for some little time they returned to Bristol. The day being exceedingly fine incredible numbers assembled on every part of the banks of the river, and great numbers on the rocks of Clifton Down, which had a most pleasant effect to those on the water. The songs, catches, glees and choruses, were performed admirably to those who were within hearing. However, the sight alone was the most pleasing we have ever remembered on the river."

Captain Shaw died on 20th December, 1796, at Liberty Hall, Hungrood, "much respected by a numerous acquaintance." There is a monument to his memory in Shirehampton Churchyard, which bears the following inscription :—

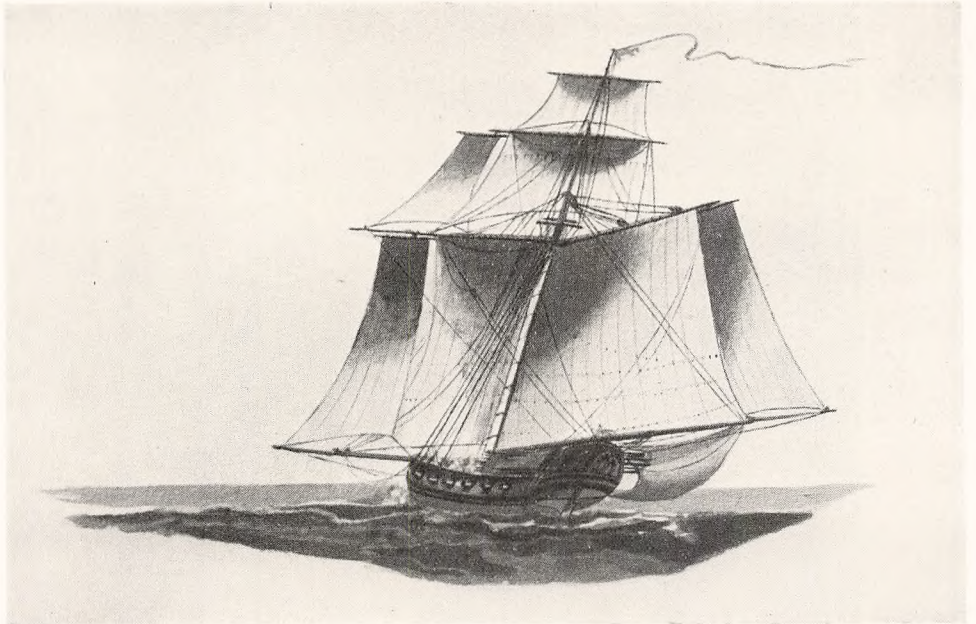
"Sacred to the memory of John Shaw Haven Master of Hungrood Port of Bristol and Formerly Captain of the *Lion* Privateer of 44 Guns and 168 men which on the night of the 6th of December 1778 engaged *L'Orient* French Man of War of 74 guns and 800 men, the scene of Action was the Bay of Biscay where after 2 hours close



THE SHAW MONUMENT IN SHIREHAMPTON CHURCHYARD.

The inscription is as follows :

“ Sacred to the memory of John Shaw Haven Master of Hungroad Port of Bristol and Formerly Captain of the LION Privateer of 44 Guns and 168 men which on the night of the 6th of December 1778 engaged L'ORIENT French Man of War of 74 guns and 800 men the scene of Action was the Bay of Biscay where after 2 hours close engagement the enemy was beaten off with the loss of 137 killed and 244 wounded the LION had 22 killed and 19 wounded this gallant commander died December 20, 1796 Aged 80 years ”



After N. Pocock.

Bristol Museum.

THE ACTIVE SLOOP.

40 tons, 10 guns, 30 men.

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engagement the enemy was beaten off with the loss of 137 killed and 244 wounded, the *Lion* had 22 killed and 19 wounded, this gallant commander died December 20, 1796, Aged 80 years."

His son, John Shaw, junior, commanded the *Tiger* in 1779. On the second visit of Lord Rodney to Bristol in 1782 a procession was formed in his honour which included "a vessel about 40 tons burthen, drawn upon a wheeled carriage by horses, having swivels on board which were fired occasionally, commanded by Mr. John Shaw, son of the celebrated Capt. John Shaw, formerly of the port of Bristol, and several other Gentlemen were also on board in Sailors dresses; the vessel from that time was named the *Lord Rodney*."¹

The safe arrival of the West Indian fleet in 1780 called forth the following letter addressed to Captain Charles Inglis of H.M.S. *Salisbury*, published in the *Bristol Journal* of 12th August:—

"SIR,

"We the undersigned Masters of Merchant Ships belonging to the Port of Bristol think we should be wanting in Gratitude and common Politeness did we not embrace this Opportunity of expressing our Obligations for your exemplary care of us on our late passage from Jamaica. To the constant exertion of your great abilities and your ready attention to our wants and deficiencies must be attributed the almost singular event of the safe arrival of this most valuable fleet and we have no doubt that every port in the Kingdom will see this capital piece of service in its proper point of view.

"We therefore beg you, Sir, to accept the small but lively tribute of our warmest acknowledgements for your kind care of us as a fleet and for your civilities to us individually. We also beg you will please to communicate our hearty thanks to Captain Pakenham of his Majesty's ship *San Carlos* for his care and attention to us after we were detached from you and for his continuance with us up this Channel until we all thought ourselves in a state of perfect security.

"We sincerely wish you, Sir, Health, Honour and Prosperity and remain with respectful regard

"Your most humble servants

"Signed by the Masters of Ships from Jamaica."²

¹ *Gloucestershire Notes and Queries*, iv. 239.

² Names not given in the newspaper.

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ACTIVE sloop. 40 tons. 12 twelve-pounders. 6 swivels. 50 men.

Owners: George and Nehemiah Champion; declaration 3rd July, 1779, by Captain James Hodnott. This vessel was unsuccessful, and is the subject of one of Pocock's sketches; she is described as having a "billet head." There was another ACTIVE of 104 tons, mounting 14 six-pounders and 2 swivels with 25 men, owned by William James; declaration 1st March, 1781, by Captain Duncan Fisher.

ADVENTURE. 90 tons. 10 six-pounders. 25 men.

Owners: Thomas Harris, C. Deake; declaration 10th July, 1780, by Captain Thomas Morgan. There was also the ADVENTURE brig of 120 tons, 14 four-pounders and 80 men, owned by David Lewis; declaration 19th January, 1781, by Captain Richard Yeo. This vessel was taken in July by the frigates *Friponne* and *Gloire* and sent into Brest. A third ADVENTURE of 150 tons, 14 guns, was owned by Messrs. Turner and Foy of Bristol and Thomas Lempriere of London; declaration 17th December, 1781, by Captain Richard Copplestone.

ALBION. 200 tons. 16 four-pounders. 50 men.

Owners: Davis and Protheroe; declaration 21st August, 1778, by Captain John Gardner. This ship sailed in September and soon returned with the *Robuste*, a snow of 180 tons, built 1775, bound from Marseilles to Havre, and the *Minerve*, 400 tons, 20 guns, built 1774; both were sold in Bristol. The *Albion* on her next cruise, in company with the *Tartar*, retook the snow *Santa Maria* from Cork to Lisbon, and sent her into Kingroad. Declarations 11th February, 1780, by Captain Timothy Major and 12th January, 1781, by Captain John Gardner. In March it was reported that the *Albion*, Captain Gardner, had been taken by the *Madame* and sent into Lorient, but in October she was retaken and brought into Plymouth. Declaration 18th September, 1782, by Captain John Everitt. At the end of the year, in company with the *Hector* and other ships, the *Albion* helped to take the *Virgin del Carmen*.

There was another ALBION of 120 tons, owned by William and George Routh, Thos. Kington, Richard Turner and Co.; declaration 1st February, 1781, by Captain Edward Matthews. In February, 1782, she was taken off Barbadoes by two American privateers.

ALERT. 100 tons. 16 six-pounders. 35 men.

Owner: John Anderson; declaration 29th November, 1780, by Captain William Llewellyn. In June, 1781, the *Alert* arrived from

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Africa, having taken three Dutch prizes, one of which was given to the prisoners, after taking out 1,000 ounces of gold-dust and 10 tons of ivory; one with 320 slaves was sold on the coast, and the other, named the *Aurora*, of 22 guns, arrived in August. On 3rd July two carpenters who were clearing out the *Alert's* magazine carelessly allowed a candle to come in contact with some loose powder, which caused an explosion and seriously injured them, though not much damage was done to the ship. Two days later "was married at St. Nicholas Church, Captain Llewellyn, of the *Alert*, privateer, of this port, to Miss Webster."

ALEXANDER. 250 tons. 14 six-pounders. 6 swivels. 80 men.

Owners: George and Henry Bush, Philip Protheroe, Mark Davis, Wm. Elton and Co.; declaration 27th January, 1778, by Captain William Olive.¹ This ship is advertised as follows:—

"For Cadiz and to cruise 4 months. The ship *Alexander*, a remarkable fast sailer. William Olive, Commander, has a letter of Marque, mounts 14 6-pounders besides swivels, cohorns² etc. with 100 men. Is completely fitted, has good accomodations for Officers and Men and will sail with all expedition. All Seamen and able bodied Landmen, inclined to try their fortunes in this ship, are desired to apply to Capt. Olive, at Thomas Bayley's, the Royal George, on the Quay; or at Mrs. Roberts, the Coffee Pot, on the Back; also at Mr. Lawley's, the White Horse, Crews Hole, Kingswood, where they shall receive proper encouragement."

No prizes are recorded for this cruise. The *Alexander* sailed again in September, and in company with the *Tartar* took the French ship *Ferme*, bound from Madras to Lorient, which was brought into Bristol and sold.³ They also took the *Ceveillon*, bound from Bordeaux to Martinique, which was carried into Whitehaven. The *Alexander* was sold in March, 1779, and is stated to have been rebuilt from her keel upwards in September, 1777. (See *ante*, page 246.)

¹ On 7th November, 1789, "died in College Street Capt. William Olive, of this city."

² Small mortars invented by Menno van Coehoorn (1641-1704), a famous Dutch military engineer, who was the great rival of Vauban. There is a monument to him in Wychel Church, near Stavoren, Holland.

³ Her cargo consisted of 1,900 bags saltpetre; 800 small bags pepper; 216 bales Surat cotton wool; 500 lbs. cotton yarn; 154 bags cowries; and 15 tons redwood.

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ANN galley. 200 tons. 18 guns. 6 cohorns. 6 swivels. 60 men.

Owners : Lowbridge and Richard Bright ; Bush, Elton and Bush ; declaration 22nd September, 1778, by Captain William Sherry. In November it was reported that the *Ann* galley, bound from Bristol to Jamaica, had been taken by the French frigate *Zéphire*, of 36 guns and 280 men, after an engagement of an hour and a half and carried into Brest.

APOLLO. 180 tons. 18 twelve-pounders. 50 men. Copper sheathed.

Owner : John Noble ; declaration 22nd January, 1781, by Captain John Hine. The *Apollo* arrived at Bristol in June, and reported that she had been taken by two American letter of marque ships and plundered of her guns, powder and sails. The *Apollo* was sold in July, and her dimensions are given as follows : length, 70 ft. ; beam, 21 ft. ; height between decks, 4 ft. ; depth of hold, 9 ft.

On August 8th, 1781, a declaration was made by Captain James Sutherland of the APOLLO, 110 tons, 16 six-pounders, owned by J. Anderson, probably a different vessel.

BEE brig. 150 tons. 10 guns. 25 men.

Owners : Jacks and Vaughan ; declaration 23rd December, 1780, by Captain Thomas James. The *Bee* sailed from Bristol in January, 1781, and in July it was reported that she had been cut out of Gros Islet Bay, St. Lucia, by some American prisoners who boarded her in the night, seized the watch on deck and battened down the hatches on the rest of the crew, who were asleep below. They then cut the cable and sailed for Martinique, where the brig and cargo were sold.

BELLONA. 150 tons. 26 twelve and six-pounders. 6 swivels.

Owners : Davis and Protheroe ; declaration 1st September, 1779, by Captain James Hamilton Kennedy. In May, 1780, the *Bellona* took a brigantine from North Carolina, and at the end of the year it was reported that she had taken four brigs, part of a fleet of forty sail, which had been driven out of Martinique in a hurricane on 11th October. Three of them were sent to St. Kitts and the other to Jamaica.

On 24th February, 1781, the Dutch colonies of Demerara and Essequibo were taken by four Bristol and two Barbadoes privateers.

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These were the *Bellona*, Captain Patrick Driscoll; *Mercury*, 24 guns, Captain Robert Craggs; *Porcupine*, 18 guns, Captain J. Jackson; and the *Hornet*, 32 guns, Captain John Kimber, which last ship entered the river a day later. Also the schooners *Halton*, 8 guns, Captain Oden Whitehouse, and *Polly*, 4 guns, Captain Newbold, both of Barbadoes.

Beatson states that "having heard of the rupture with the Dutch, they boldly entered the rivers Demerara and Essequibo; and although they were deemed highly dangerous, if not utterly unnavigable to strangers, they had with a degree of courage and enterprise truly characteristic, brought out from under the guns of the Dutch batteries, almost all the vessels of any value in both. As it was impossible for privateers to be then provided with letters of marque against the Dutch, these adventurers trusted to the honour of the Government, that no advantage would be taken of that defect, while they only did what appeared to them, to be good service to their country as well as to themselves; and what in their judgement would greatly distress the enemy."¹

The privateers brought out 15 prizes on 27th February of a total tonnage of 4,098 tons and mounting 124 guns. The largest was the *Boreas* of Amsterdam, 600 tons.

BRITANNIA. 140 tons. 14 carriage guns. 6 swivels. 60 men.

Owners: John Fowler and Co.; Thomas Easton, Richard Tombs; declaration 15th July, 1777, by Captain James Furze. This ship was plantation built, and news was received in December, 1778, that she had been lost on Ushant, when bound for Grenada and on a cruise, together with a prize she had taken. Captain Furze and forty of the crew were drowned.

There was another BRITANNIA, a Quebec trader of 120 tons, 10 carriage and 8 swivel guns, owned by Griffith Maskelyn and Co. Declaration 23rd March, 1778, by Captain Benjamin Hensley, whose death is announced on 25th July, 1779; "a skilful commander and a truly honest man and as such much respected and esteemed by all who knew him."

A third BRITANNIA was a West Indiaman of 200 tons, 18 twelve and nine-pounders. Declaration 28th January, 1782, by Captain James Read; Thomas Daniel, sole owner.

¹ Beatson, v. 173; Laird Clowes, iv. 62.

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BYRON. 250 tons. 20 six-pounders on one deck. 12 swivels. 150 men.

Owner: George Champion; declaration 2nd October, 1778, by Captain John Russell.¹ Advertised for a "cruising voyage to Jamaica and intended to cruise in company with the ship *Minerva*, Captain Roblin." In July, 1779, the *Byron* in company with the *Friendship* of Liverpool, Captain Fisher, took a ship of 200 tons, bound from South Carolina to France, with a cargo of tobacco, indigo and rice and sent her to the West Indies. Not long afterwards the *Byron* took the American brigantine *Yorick*, 140 tons, bound from North Carolina to Surinam. This vessel "built on purpose for a privateer" at Beaufort, N.C., and capable of mounting 16 guns, was sold "lying above the Drawbridge" in September. In January, 1780, it was reported that the *Byron* had taken a large brigantine from New England to the West Indies and sent her into Barbadoes.

CÆSAR. 300 tons. 12 nine and four-pounders. 8 swivels. 40 men.

Owner: Robert Gordon; declaration 7th July, 1777, by Captain William Miller. This ship was in the Jamaica trade until May, 1779, when she arrived at Bristol, and was fitted out as a privateer in Teast's Floating Dock, Wapping. Declaration 20th August, 1779, names John Gresley, junior, as owner. The *Cæsar* is advertised as follows:—

"On a cruise for six months against the united enemies of Great Britain, the ship *Cæsar* privateer, a compleat frigate, copper sheathed. Joseph Robbins, Commander. Mounting 32 carriage guns, 24 of which are 12-pounders on one deck, with 180 men. This ship needs no recommendation, being a fast sailer, almost new, with conveniences and shelter for her men, superior to most private ships of war, a brave, experienced, fortunate and humane commander and a select set of officers, who may be relied on to prove themselves worthy the honours ever paid to true British Tars. N.B. Now is the Harvest, the rich ships from the South Seas are coming home, the first is already taken and carried into Cork."

The *Cæsar* returned to Bristol in May, 1780, having had an unsuccessful cruise.

Declaration 31st July, 1780, by Captain John Shaw; Harding Shaw,

¹ In December, 1789, "died at Shirehampton, Capt. John Russell, brother to Mr. Edward Russell, of that place."

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lieutenant ; owned by Messrs. Gresley Blake and Co. The *Cæsar* sailed on a four months' cruise in August, and retook the *Joseph*, Captain Robinson, bound from Oporto to Whitehaven, which had been taken by the American privateer *Pilgrim*. In November the *Cæsar*, in company with the *Amazon* of London, Captain Hughes, cruised off Cape St. Vincent, to intercept the homeward-bound Spanish fleet from the West Indies to Cadiz, but with no success. The French snow *Hazard*, 130 tons, from Nantes to St. Domingo, was taken and sent into Cork, arriving at Bristol soon after the *Cæsar* in January, 1781.

Captain Shaw sailed on another cruise in January, and in company with the *Greyhound*, Captain Neilson, took the French ship *Amazone*, 14 guns and 47 men, bound from Rhode Island to Brest, and sent her into Plymouth in February. He returned to Bristol in April, having taken the Dutch ship *D'Endracht*, Jan Borefet, master, from Curaçoa to Amsterdam, which was the most valuable prize ever brought into the port up to that date. Her cargo of 1,900 bags of coffee, 350 bags of cocoa, 126 casks of indigo, 130 hogsheads and six barrels of brown and white sugar, 17 hogsheads and 122 rolls of tobacco, 3,800 dried hides and 30 tons of wood, was sold for £36,000. This apparently includes 7,000 Spanish dollars found on board which were sold separately.

The *D'Endracht*, a ship of 400 tons, was sold for £2,400. Her dimensions were : length of upper deck, 106 ft. ; length of keel, 106 ft. ; moulded breadth, 26 ft. 6 in. ; depth of hold, 11 ft. ; height between decks, 4 ft. 6 in. She is described as " unquestionably well calculated for the West India, Ostend or Baltic Trades and has that most desirable quality of sailing remarkably fast."

In February, 1783, " was determined in the Court of Admiralty, a cause long depending between the owners of the ships *Patsey* and *Harlequin* of Liverpool, and the *Cæsar* of Bristol, respecting the right which the former claimed as joint captors of the ship *Endrought*, the most valuable West Indiaman taken during the course of the war, upwards of £40,000 of her proceeds being lodged in the Court of Admiralty. It was adjudged in favour of the Liverpool ships, which are the property of Henry Rawlinson, Esq. and Messrs. Earle and Co., merchants."¹

On 26th April, 1781, when the *Cæsar* was lying in the Merchants Dock, " two persons went on board, and one of them, who had been at sea, attempted to show the other the peculiar method Captain Shaw

¹ Gomer Williams, *Liverpool Privateers*, 1897, p. 286.

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used in firing his guns ; and being assured they were not loaded, placed a little powder at the touch-hole of one of them for that purpose ; the gun being charged went off and the balls passed through the Bear Inn, and injured the furniture of a bed-chamber, yet happily did no other mischief ; but the flash from the prime communicating to other powder lying near, occasioned a violent concussion in the ship and did considerable injury to the two persons.” Unfortunately there is no information as to the “peculiar method” of firing.

Declaration 29th October, 1781, by Captain Valentine Baker ; same owners. The *Cæsar's* armament is now given as 20 twelve-pounders with 70 men. On 27th June, 1782, Captain Baker fought an action with a French frigate of 32 guns, which “resulted in a hard won victory ; the French frigate struck her flag ; but the *Cæsar* was herself so badly crippled, that, in the absence of boats, all of which had been shot into splinters by the enemy's guns, she was unable to take possession of her prize. The French vessel, seizing this opportunity of escape, re-hoisted her flag and sailed away. She was, however, captured on the following day by a frigate and taken into Portsmouth. To this port also Captain Baker had sailed his ship to be re-fitted;¹ and it is said, that the French commander, on seeing at closer quarters the comparatively small size of the *Cæsar*, became so despondent that he committed suicide.”

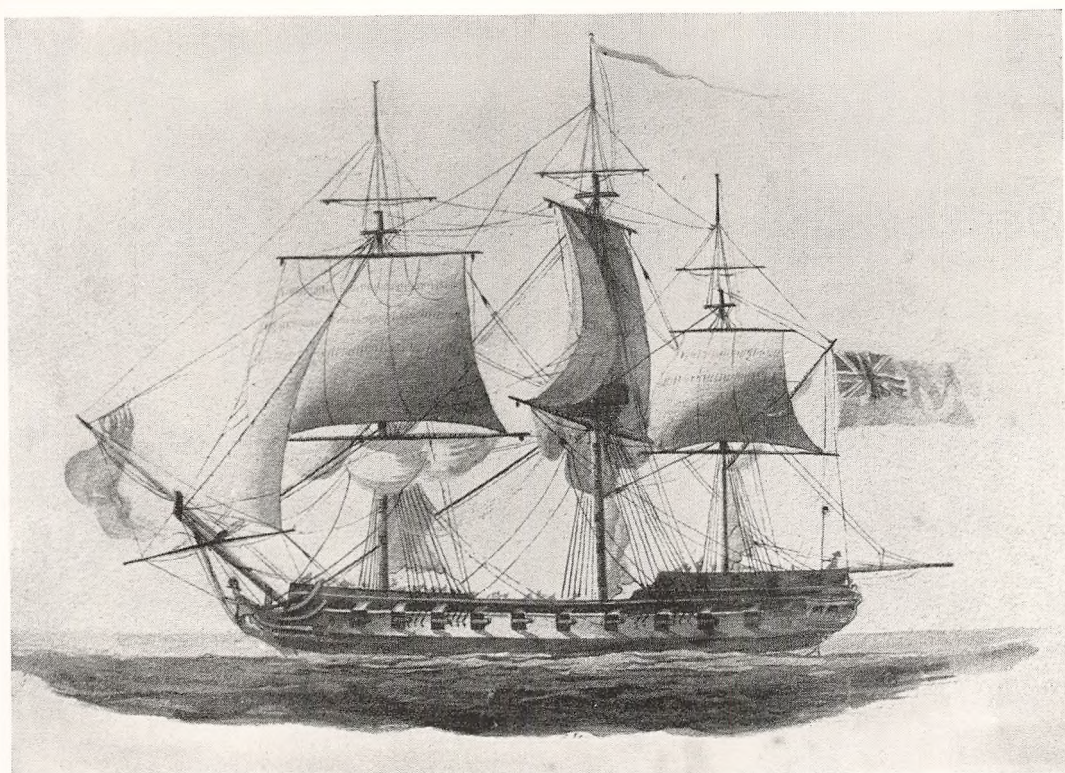
For this action the merchants of Bristol presented Captain Baker with a silver vase bearing the following inscription :—

“Presented to Capn Valentine Baker by the Merchants & Insurers of Bristol for gallantly defending the Ship *Cæsar* against a French Sloop of War greatly Superior in Force to his own Ship and beating her off on June 27th 1782.”²

An account printed in *Bonner and Middleton's Bristol Journal* of 6th July, 1782, states that the *Cæsar* “in 50° 50' N., 50 leagues West of Lundy, fell in with a French ship privateer of 26 guns, on which an action ensued, and after an obstinate engagement of three glasses the privateer sheered off, having received considerable damage in her hull and masts ; the *Cæsar* received some shot in her hull, and one nine-pounder shot in her main mast, but no other damage.”

¹ This statement is suspect, as the *Cæsar* arrived at Bristol in first week of July.

² Murray and White, *Sir Samuel Baker : A Memoir*, 1895.

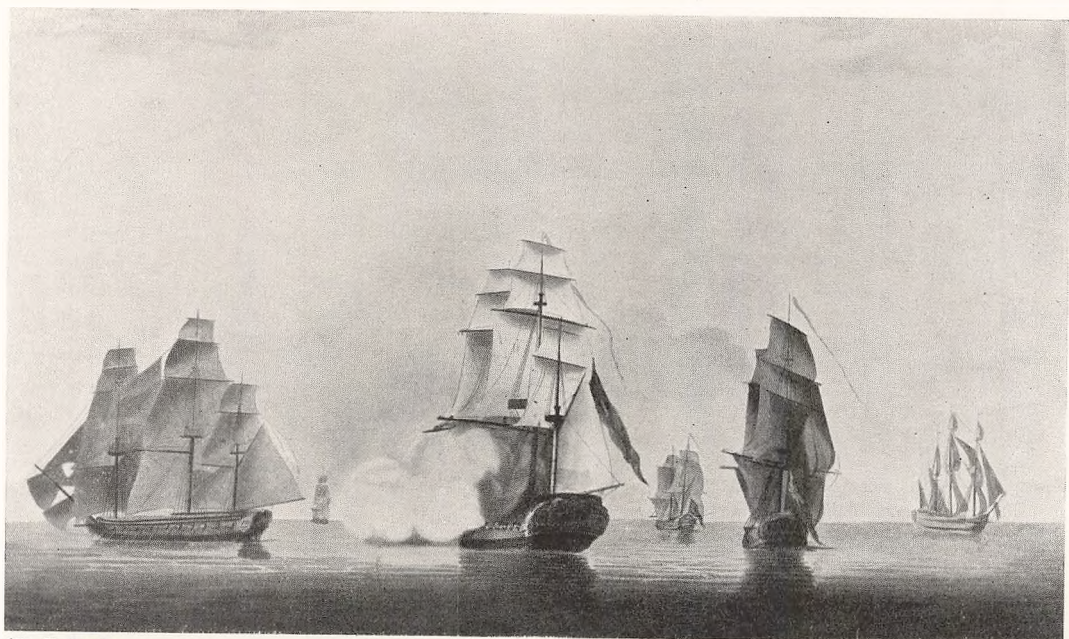


After N. Pocock.

Bristol Museum.

“THE CÆSAR HOVE TO.”

300 tons, 32 guns, 180 men.



After N Pocock.

CÆSAR.

Bristol Museum.

THE CÆSAR, CAPTAIN VALENTINE BAKER, "IN PROTECTION OF CONVOY FROM JAMAICA, BEATS OFF A LARGE FRENCH FRIGATE."

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The coloured aquatint by Francis Jukes after Nicholas Pocock is also reproduced in Mr. Basil Lubbock's *Adventures by Sea from Art of Old Time*, 1925. Declaration 4th October, 1782, by Captain James Neilson; same owners and armament. (See illustrations.)

CATO snow. 80 tons. 16 six-pounders. 8 swivels. 100 men.

Owners: John Powell, John Champion, John Langdon, Robert Lovell and Co.; declarations 2nd October, 1778, by Captain William Llewellyn, and 6th November, 1778, by Captain Thomas Moore Savage. At the end of November it was reported that the *Cato* had taken the Spanish brig *Senora del Carmen*, from Malaga to Morlaix, and sent her into Milford. In May, 1779, news was received that the *Cato*, Captain Savage, had been taken by the American privateer *General Mifflin* and carried into Boston. Maclay says¹ the *General Mifflin*, 20 guns, Captain Daniel McNeil, "on her homeward passage from France, had a severe action with a British privateer of 18 guns and 80 men. The Englishman finally surrendered, having had their commander and 22 men killed or injured." This probably refers to the action with the *Cato*, and although no date is given, it may be inferred that it took place in 1778 or 1779.

CHAMBERS. 300 tons. 20 six and four-pounders. 80 men.

Owners: W. Denham and Co.; declaration 15th October, 1778, by Captain Abraham Frizwell. This ship was built at Bristol about 1776. The *Chambers*, Captain Frizwell, arrived at Jamaica in May, 1779, having taken on the passage a brig bound from St. Domingo to Bordeaux, sent into New York; a schooner, laden with rum and molasses, sent to Jamaica, and a sloop sent to Providence in the Bahamas. She had also fought an action with two American privateers, one of 16 and the other of 12 guns, which were beaten off. The *Chambers* arrived at Bristol in August.

Declaration 21st September, 1779, by Captain John Langley. In March, 1780, it was reported that the *Chambers*, in company with the *Lord North*, had taken an American privateer. On 7th October, 1782, the *Chambers*, Captain Langley, was taken off Cape Clear by the American privateer *Buccaneer*, 20 nine-pounders, after nearly an hour's engagement, and sent into a French port.

¹ *History of American Privateers*, 1900.

BRISTOL PRIVATEERS AND SHIPS OF WAR

CHANCE. 80 tons. 12 four-pounders. 40 men. One mast.

Owners : John Collard, Edward Forward, John Weeks ; declaration 27th January, 1781, by Captain Leonard Webb. In March, 1781, the *Chance* was taken by three French frigates, but was afterwards retaken by the Guernsey privateer *Vulture*.

CONQUEROR. 120 tons. 10 three-pounders. 40 men. 2 masts.

Owners : William Brown, James Bonbonous ; declaration 26th January, 1781, by Captain Patrick McDonnough. In April a Swedish ship, bound from Tenerife to Ostend, which had been taken by the *Conqueror*, arrived at Kingroad. The *Conqueror* returned from her cruise in July. Declaration 13th August, 1781, by Captain James Stevens. Another prize was the sloop *Polly*, 30 tons, sold in January, 1782.

EAGLE. 200 tons. 18 six-pounders. 100 men.

Owners : Griffith Maskelyn and Co. ; declaration 9th January, 1779, by Captain William Phillips. The *Eagle* fitted out for a four months' cruise in Tombs's Dock, and in March retook the London privateer *Snapper*, which had been taken by the *Marquis de Lafayette*, and sent her into Baltimore. In May it was reported that the *Eagle* had taken a Bordeaux privateer mounting 12 four-pounders, after an engagement of an hour and a half, and had sent her into Lisbon. The *Eagle* arrived at Bristol in July.

Declaration 18th August, 1779, by Captain Thomas Short. The *Eagle* returned to port in February, 1780, and on March 31st it is announced that John Williams and James Stoneham, "who have for some time been confined in gaol for feloniously and piratically making a revolt on board the *Eagle* privateer, of this port, were moved this week by a writ of habeas corpus to London, in order to take their trial at the Admiralty Sessions, which began yesterday." They were both sentenced to death, but afterwards respited. Declaration 17th July, 1780, by Captain Thomas Tierney ; same owners.

There was another EAGLE of 200 tons, owned by William Miles, William Elton and Co. ; declaration 1st August, 1777, by Captain Thomas Salmon, who was her commander in July, 1780. It was probably this ship which was taken by the French in April, 1782, when commanded by Captain John Matthews ; declaration 5th February.

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ELIZABETH. 180 tons. 12 four-pounders.

Owner: John Noble; declarations 28th April, 1778, by Captain William Anstice, and 23rd July, 1779, by Captain Isaac Matthews. On the latter cruise the *Elizabeth*, in company with the *Prosper*, Captain William Butler, retook the *Harbour Grace Packet*, Captain Clements, from Newfoundland, which had been taken by the French privateer *Liberté* of Dunkirk. In October it was reported that the *San Antonio de Padua*, prize to the *Elizabeth*, had been taken by the French privateer *Monsieur*. In February, 1780, the *Elizabeth* arrived in Kingroad, with a brigantine she had taken, bound from Bordeaux to the West Indies. Declaration 19th February, 1780, by Captain Robert Welch; armament, 18 eighteen-pounders, 6 swivels, with 70 men. This ship may be the *Elizabeth*, Captain Langley, which in November, 1785, was reported lost on Terschelling, when bound from Petersburg to Bristol, crew and part cargo saved.

ENTERPRISE. 270 tons.

Owner: Thomas Easton; declaration 7th February, 1781, by Captain Conway Heighington. "The ship *Enterprise*" fitted out for a four months' cruise in Tombs's Dock, and is described as "copper-sheathed, carried 22 double-fortified 6-pounders on one deck and intended to carry 120 brave fellows. To whom the well known character of the ship, she being one of the fastest sailing vessels in England, with as good accomodations for her crew as his Majesty's frigates, joined with the long experience and known humanity of the Commander, must be the strongest inducements for immediately entering." A "capable linguist" was also required.

The *Enterprise* sailed for St. Kitts in February, and her first prize was the brig *Chance*, retaken, which had been captured on a voyage from Belfast to Barbadoes by a French privateer of 40 guns. She also retook the Jersey privateer *Minerva*, a brigantine of 180 tons, French built, which was sold at Bristol in July. In August the *Enterprise* was taken by the American privateer *Franklin*, after an engagement of an hour and forty minutes, and in November was retaken and sent into Penobscot. She arrived at Milford in February, 1782, and is probably the same ship which is advertised for sale the following April. Her dimensions are given as: length, 78 ft.; beam, 27 ft.; depth, 12 ft.; height between decks, 4½ ft.; 300 tons.

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EMPEROR. 300 tons. 22 twelve-pounders on main deck. 120 men.

Owners : Richard Tombs, Robert Lovell, Thomas Hobbs, Richard George ; declaration 18th June, 1779, by Captain Peter Wade. The *Emperor* fitted out in Hilhouse's Dock, and sailed on "a cruising voyage to Jamaica" in July. She soon afterwards took the Spanish brig *San Jose*, from Cadiz to Dublin, and a Dutch ship, from Ostend to Cadiz, and sent them both to Kingroad. In October the *Emperor* arrived at Bristol with the *San Lorenzo*, 180 tons, bound from Cuba to Spain. In December the *Emperor* fitted out again for a six months' cruise, and sailed in February, 1780, for Lisbon ; her armament is given as 36 eighteen and twelve-pounders.

The following letter from Captain Wade, dated 20th March, 1780, is printed in *Bonner and Middleton's Bristol Journal* :—

"On Tuesday, the 7th inst., at 10 a.m. in lat. 45 N., long. 16 W., saw a sail on our lee bow ; soon after counted 30, which we took to be a French fleet, all standing to the eastward. Wed. the 8th, at 2 p.m. bore down on them, and perceived there were two line of battleships, who hove out several signals, upon which all the merchant ships bore away before the wind, the two line of battleships lay to, as also 4 frigates, till the fleet closed very near together, and so kept till the next day, going under easy sail all night ; in this manner we kept close to them, sometimes they giving us chase, but the *Emperor* sailing much faster than all of them, except one of the frigates, who often endeavoured to get to windward of us, but all to no purpose. On Friday, the 10th, the fleet hove to, whilst one of the two-deckers gave chase to us ; the wind blowing a steady gale, and finding he could not get any thing of us, gave over chase, tacked and stood for the fleet, we tacking after them. At night I run to leeward of the fleet, in hopes of meeting some of the straggling ones. Sat., the 11th, at 6 a.m. the fleet tacked to the N.E., at 7 saw 4 sail to windward, coming down on us, took them to be some of the fleet. At 10 a.m. tacked and stood for them.

"Sun. 12th March, at 3 p.m. coming near them, perceived three of them to be ships deeply laden, the other to be a snow ; they all bore away from us ; we tacked again, and made in putting the ship about a French haul [*sic*] ; on their seeing this, they hoisted English colours and fired a gun to leeward, we still kept after them. On

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coming up with them, they formed a line to make battle, this I broke, and once more bore away ; finding we came up very fast, one wore one way and the other another ; the third being the largest kept ahead of us till he thought they had made a line to catch us ; on this they hauled down English colours and hoisted French colours, firing several shot at us, we still coming near them. At half past 3 the action began and continued very hot till 6, when the ship that lay abreast of me bore away ; the other two astern of us, who kept raking us fore and aft, soon after thought proper to follow their commodore. The behaviour of all my officers was with so much courage and conduct, that the people fired three guns to the Frenchmen's two. I am happy to inform you that in this smart engagement I lost not a man, only 4 of the foremast men slightly wounded, who are now all well. Our rigging and sails suffered very much, and 12 of their shot hulled us, some between wind and water. The old *Emperor* behaved exceeding well, and to their shame be it said, their 3 frigates could not take us. The ship that lay abreast of us mounted 26 12-pounders on her main deck and 14 6-pounders on her quarter deck, we having several shot on board to prove the same ; the second mounted 24 12-pounders on her main deck and 10 6-pounders on her quarter deck ; the third mounted 20 9-pounders on her main deck and 8 6-pounders on her quarter deck ; the snow had no guns. Being much tore I was obliged to lay by to repair my sails and rigging, our masts received no damage."

Two months later Captain Marshall of the *Jupiter* reported to his owners that he had seen the *Emperor* taken by a French fleet off Cape St. Vincent on 17th May, 1780.

GEORGE. 95 tons. 16 six and four-pounders. 70 men. 3 masts.

Owner : Richard Tombs ; declaration 11th November, 1778, by Captain Peter Wade. The *George* fitted out in Tombs's Dock, and in January, 1779, took the *Effingham*, from Casco Bay to Cadiz, laden with masts, returning to Bristol in April.

Declaration 11th May, 1779, by Captain John Major. The *George* sailed in June and took the *San Jeronimo*, from San Sebastian to Monte Christi, laden with wine and bale goods, and sent her into Crookhaven ; after calling at Ilfracombe, the prize eventually arrived at Bristol, where she was sold, together with the brigantine *Santa Catalina*, 140 tons,

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retaken on the first cruise. The *George* arrived at Bristol in December. In May, 1781, it was reported that the *George*, Captain Major, had been lost in a gale at Fayal, when bound to Quebec ; crew saved.

GREYHOUND. 30 tons. 14 nine-pounders. 2 swivels. 40 men. The only vessel described as having a "round stern ;" no figurehead.

Owner : Thomas Easton ; declaration 1st December, 1779, by Captain James Neilson. A logbook kept by John Rogers, the first lieutenant, is still in the possession of a member of the family, Francis E. Rogers, Esq., of Clifton. It begins with the sailing of the *Greyhound* on Christmas Day, 1779, and ends on 6th October, 1780, though unfortunately 79 pages are missing. The following are a few extracts :—

1780.

- | | |
|----------------|---|
| 6th January. | "People employed in tongueing the outrigger." |
| 16th January. | Arrived at Lisbon. |
| 15th February. | "Boarded the <i>Sophia Magdalen</i> from Genoa to Hamburg." |
| 18th February. | "Lying to in Company with the Kutter." |
| 18th March. | "Thos. Good for his Ill behaviour threttning the Officers & uttering Mutinus Expressions was put in Irons & kept there till the day following, he at that time ask'd pardon." |
| 21st March. | "Chased the <i>Surprise</i> Cutter of Guernsey, Thos. Follier, Commander, on a Cruise." |
| 22nd March. | Anchored St. Maria (Azores). |
| 25th March. | "Sailed ; spoke ship <i>Enterprise</i> , Capt. Beesley, from L'pool on a cruise." |
| 18th April. | "Clearing the limbers ¹ they having Choak'd up." |
| 20th April. | "Set the M. Topsail, Water Sail, Ring Tail ² & driver." |
| 10th June. | "Took the <i>Elizabeth Lesly</i> , bound for Quebec, prize to French privateer <i>America</i> ; sent in with Mr. Harden & 3 men." |

¹ Limbers are the compartments between the frames, next to keelson in ships without double bottom. Limber holes are made in the frames, and have to be kept clear to allow water to run freely to pump-well.

² Ringtail was set outside the spanker ; see illustration of *Active*, also for water-sail.

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- 11th June. " *Le Alerte* from Bordeaux, taken by a Jersey privateer & retaken the night before by the *Amerique* privateer of Granville; sent to England with 2nd Lieut. & 9 men."
- 13th June. Anchored Kingroad. 20th June Sailed.
- 25th June. "Spoke his Majesty's schooner *Race Horse*, Lieut. Baker, Commander, with an Express to the fleet."
- 16th July. "Spoke the *Ranger* of Bristol & cruised in company."
- 21st July. "Sighted H.M.S. *Nonsuch* & *La Bellepoole*, French frigate, which she had taken two days before."¹
- 27th July. "The People employed exercising the great Guns & small arms."
- 14th August. "Spoke a Cutter belonging to his Majesty with Dispatches to the Grand fleet."
- 16th August. Anchored St. Marys, Scilly.
- 19th August. "The Armourer cleaning the Small Arms."
- 21st August. Sailed.
- 3rd September. Anchored Portishead. 9th September Sailed.

In February, 1781, the *Greyhound* in company with the *Cæsar*, Captain Shaw, took the *Amazone*, and also retook the Liverpool privateer *Betsey*, a snow of 250 tons, launched in 1776, and sold at Bristol in March. In July the brigantine *Candeur*, 50 tons, from St. Martins to Sable d'Olonnes, was sent into Kingroad, and in August the *Greyhound*, in company with the Bristol privateer *Heart of Oak*, Captain Charles Thomson, were both taken off Belleisle by the French privateer *Aigle*. The *Greyhound* was a three-masted lugger and Pocock's sketch gives two views of her.

GYPSEY sloop. 90 tons. 12 guns. 8 swivels. 40 men.

Owners : George Watson, John Winwood ; declaration 15th October, 1778, by Captain George Hunter. The *Gypsy* fitted out in Messrs. Farr and Co.'s Floating Dock, and is described as "a beautiful cedar frame, new Bermuda built vessel." In February, 1779, it was reported that she had been taken by the French privateer *Amerique* and sent into St. Malo.

¹ On 12th July the *Nonsuch*, 72, Captain Sir James Wallace, engaged the *Belle Poule*, 32. In spite of disparity of force, the latter did not surrender until her captain was mortally wounded and she had sustained a loss of 21 killed and 47 wounded. (Laird Clowes, iv. 53.)

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HECTOR. 250 tons. 20 twelve and six-pounders. 6 swivels. 90 men.

Owners : Meyler and Maxse ; declaration 26th September, 1782, by Captain Thomas Ronaldson. In January, 1783, it was reported that the *Hector*, *Albion*, *Lord North*, *Britannia*, *Friendship*, *John*, and *Byron*, all Bristol West Indiamen, had taken the *Virgin del Carmen*, from Cadiz to Havana, and had sent her into Jamaica. The captain of the prize was killed by a shot from the *Hector*.

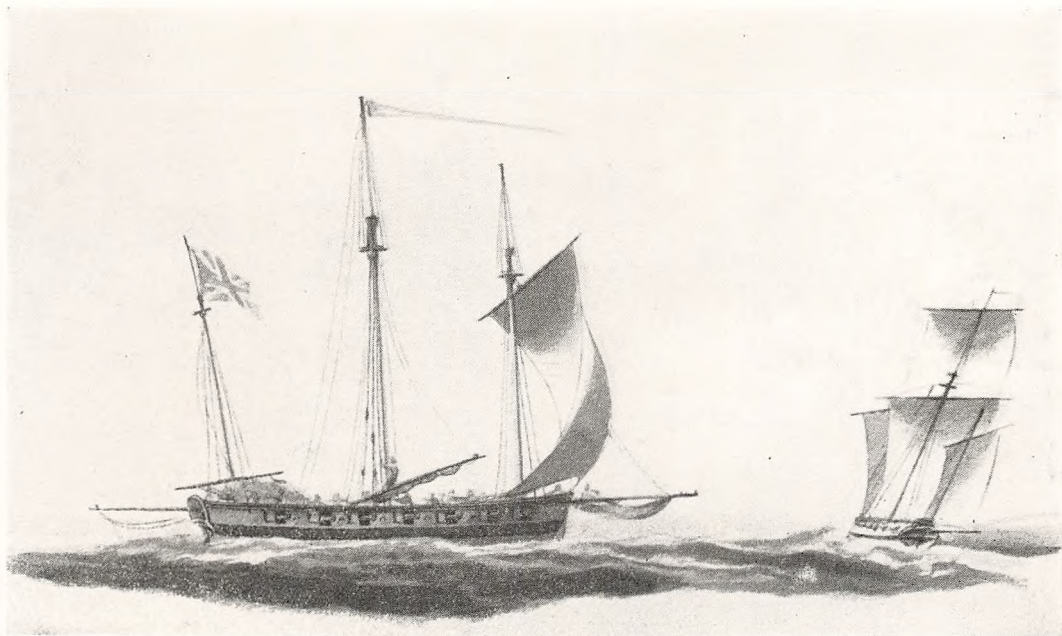
HERCULES. 250 tons. Letter of marque ship.

Declarations 19th August, 1777, by Captain Robert Hutchins ; John Luscombe, lieutenant ; and 15th October, 1778, by Captain John Luscombe. This ship's advertisement from the *Bristol Gazette* of 15th October is as follows :—

“ On a Cruise & a Voyage to Jamaica, The Ship *Hercules*, a compleat frigate, John Luscombe, Commander ; John Reed, 2nd Captain. This ship mounts 30 carriage guns, 20 of which are Nine Pounders upon her Main Deck and 10 Six Pounders upon her Quarter Deck and Forecastle, besides Swivels, Cohorns etc. and intended to carry at least 150 men.

“ This Ship needs no Recommendation to the Officers, Seamen and able-bodied Landmen who wish to try their Fortunes, as she is the most compleat Ship of any in the Port of Bristol, quite New last year, her Accomodations for Officers and Men superior to most private Ships of War and not inferior to His Majesty's Frigates. Every able Seaman shall receive 3l. 10s. per Month constant Wages during the Voyage, ordinary Seamen 2l. 10s. and able Landmen 2l. (which is an Advantage that Privateers have not) besides their Share of all Prizes taken.

“ All Gentlemen Officers, Seamen and able bodied Landmen are desired to apply immediately to the Commander on board the *Hercules* at the Quay, or at his House in Somerset Street, near Kingsdown ; to the Houses of Rendezvous, at Mr. Jones's, the Black Horse, near the Dock ; Mrs. Roberts, the Coffee Pot, on the Back ; Mr. Fieldhouse's, the Goat, in King Street ; Mr. William's, the Seven Stars, in Princes Street ; Mr. Summerfield's, the Lamb and Flag, in Tower Lane ; Mr. Baxter's, the Three Queens, in St. Thomas Street ; Mr. Lawley's, the White Horse, Crews Hole ;



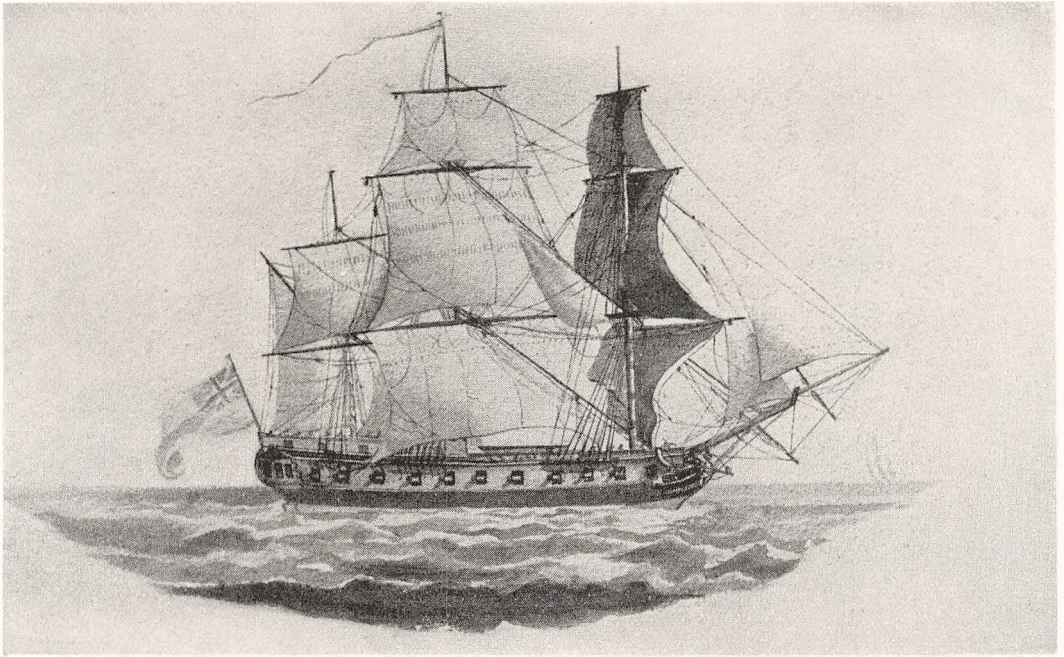
After N. Pocock.

Bristol Museum.

THE GREYHOUND LUGGER.

30 tons, 14 guns, 40 men.

Taken by French privateer *Aigle* in 1781.



After N. Pocock.

Bristol Museum.

“THE HORNET TACKING.”

350 tons, 30 guns, 180 men.

Built at Bordeaux 1777; wrecked 1794.

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Mr. Ed. Tyler's, the *Rose and Crown*, and Mr. Francis Milsome's, the *Fire Engine*, Kingswood.

"Application may likewise be made to Meyler & Maxse, Merchants, in the Exchange; or at Bush, Elton & Bush, in Redcliff Street. As this ship is quite ready and wants nothing but Men to compleat her for Sea, those who are willing to enter on board her are desired to apply immediately. Protections will be granted for the Men to go on board upon Notice being given as above. N.B. A skilful surgeon who can be well recommended will meet with great encouragement."

The *Hercules* was taken in November, only four days after sailing, by the *Neptune*, 74, and *Glorieux*, 64, after a chase of seven hours, and was carried into Brest.

There was another *HERCULES* of 350 tons, owned by John and Luke Noble, mounting 20 twelve-pounders on one deck; declaration 30th April, 1781, by Captain William Roblin. This ship, when coming up the Bristol Channel on 3rd December, 1781, was met about two leagues below the Holms by H.M.S. *Three Brothers*, which had under convoy several coasters bound for Plymouth and other ports. "The *Three Brothers* fired at the *Hercules* to bring her to, in order to impress the hands, but the people would not be impressed and prepared to defend themselves, on which firing ensued between both vessels and we hear of eight or nine men being killed." The *Hercules* was sold in April, 1783.

HERMIT. 130 tons. 12 nine-pounders. 10 swivels. 40 men.

Owners: Bush, Elton and Bush; declaration 4th September, 1780, by Captain Hugh Inglis. At the end of 1781 the *Hermit*, *Britannia* and *Orange Valley* took the brigantine *Heureux Success*, 120 tons. In December, 1782, the *Hermit*, Captain Inglis, and *Fame*, Captain William Grumley, brought two prizes into Kingroad. These were the brigantine *Deux Jeannes*, 220 tons, and snow *Deux Freres*, 120 tons, laden with sugar, coffee and indigo, from St. Domingo to France. They were both sold at Bristol.

HERO snow. 120 tons. 12 four-pounders. 12 swivels. 60 men.

Owners: Joseph Bower, Joseph Moxham; declaration 6th October, 1778, by Captain Robert Gilbert. The *Hero* was originally built as a privateer, and fitted out in Messrs. Noble's dry dock in October, 1778.

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The following is a copy of a notice, dated 9th November, similar to many which appear in the papers, after vessels had gone down the river to anchor in Kingroad :—

“ Notice is hereby given to the officers, seamen and landmen who have entered on board the *Hero* privateer, Robert Gilbert, commander, that boats are ready at the Gibb every ebb-tide, under the care of Mr. William Bird, to carry them on board said vessel, now in Kingroad, that they may perform their cruise, agreeable to the articles they have signed. Said vessel is intended to sail with the utmost expedition.”

The *Hero* returned to Bristol in February, 1779, and was commanded by Captain Robert Wilson from April until her sale in December. She is then described as a vessel with “cedar and live oak frame,” and “sufficiently stiff and burthensome for carrying 14 six-pounders.”

HORNET. 350 tons. 22 twenty-four-pounder carronades¹ on main deck and 10 twelve-pounders on quarter deck. Built at Bordeaux for a Guineaman about 1777. 180 men.

Owners : William Jones, William Randolph ; declaration 17th March, 1780, by Captain Bernard McDavitt. Captain McDavitt died on 7th October at Major Williams's, the Grove, St. John's, Newfoundland ; “a truly brave and humane man ; esteemed, respected and regretted by all ranks, who had the least knowledge of him.”

Captain John Kimber succeeded to the command of the *Hornet*, and soon afterwards took the *Defence*, 350 tons, on her first voyage from Maryland to St. Eustatius, laden with 320 hogsheads of tobacco, and sent her into St. Kitts. She was eventually sent to Bristol and sold. In February, 1781, the *Hornet* took part in the capture of the Dutch colonies in Surinam,² and soon afterwards returned to Bristol.

In April it was reported that the *Hornet* and *Surprise*, Captain William Robinett,³ in company with the *Revenge* of London and H.M.S. *Surprise*, had taken the Dutch brig *Three Friends*, from Amsterdam to St. Eustatius, valued at £16,000 to £20,000. and sent her into Antigua. The *Hornet* arrived at Bristol in July and was put up for sale.

¹ Carronades were short cast-iron guns first made at the Carron Company's Ironworks, on the River Carron in Scotland. They were adopted in the Navy in 1779. The monumental inscription to Colonel Hon. George Napier (1751–1804), in Redland Green Chapel, Bristol, states that he “introduced Carronades in the Navy.” Colonel Napier was the father of Sir Charles Napier, conqueror of Scinde, and Sir William Napier, historian of the Peninsular War.

² See page 253.

³ See page 299.

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She was at sea in January, 1782, commanded by Captain Kimber, and took a sloop which was sent into Setubal, and in March returned to Kingroad with the rich Spanish ship *Purissima Conception*, 350 tons, 12 six-pounders, which had been taken on a passage from Cadiz to Buenos Aires. Later in the year Captain Kimber took the brigantine *Three Brothers*, St. Domingo to France, and the brigantine *Betsey*, Guadeloupe to Boston. Both were sold at Bristol in the following February. At the end of 1782 the *Sally* of Bristol, Captain John Langdon, took the *Trois Sœurs*, 600 tons, bound from St. Domingo to France, which was retaken by an American privateer, and then retaken a second time by the *Hornet*. This prize is the subject of a sketch by Nicholas Pocock, not in the Bristol Museum Collection. The *Hornet* was wrecked on the Owers, 14th October, 1794; crew saved. (See illustration.)

JACKAL sloop. 100 tons. 14 guns. 12 swivels. 60 men.

Owners: Andrew Maxse, J. M. Hilhouse; declaration 28th September, 1778, by Captain Bernard McDavitt. This vessel was Bermudian built, and is said to have "taken 23 prizes in the American service." Probably renamed, as she is not mentioned by Maclay.

In February, 1779, the *Jackal* took the American brigantine *Peace and Harmony*, 120 tons, with tobacco from Virginia, which was sent into Antigua and afterwards sold at Bristol. In May it was reported that Captain McDavitt had taken a large Bermudian sloop, 10 four-pounders and 50 men, with a cargo of provisions from St. Eustatius to Guadeloupe and carried her into Tortola. She had a running fight with the *Jackal* for nine hours, and did not strike until a number of her hands had been killed and wounded. She was in company with another vessel of 14 guns which engaged the *Jackal* with her prize, but was beaten off. The *Jackal* had three killed and several wounded, besides suffering considerable damage to her sails, yards and hull, and only reached port with great difficulty.

Felix Farley's Bristol Journal of 29th May, 1779, gives an account of the taking of the island of St. Bartholomew, which was effected by five private ships of war: the *Fincastle*, Captain Stewart; *Jackal*, Captain McDavitt; *James*, Captain M'Intosh; *Bee*, Captain Rivin; and *Royal George*, Captain Parke. The commanders of these vessels "voluntarily and spiritly proceeded on the expedition and there is no doubt, but their valour will be amply rewarded by Governor Burt,

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Captain General and Commander in Chief of His Majesty's Caribbee Islands, who has already addressed them on the occasion in warm terms of approbation. The *Jackal* is a small privateer belonging to this port. The judicious conduct of that spirited young commander, Captain McDavitt, throughout his cruise, must ensure him the esteem of the owners of that vessel and consequently recommend him to future confidence and favour in this city."¹ The *Jackal* returned to Bristol in July. Captain McDavitt died when in his next ship, the *Hornet*.

Declaration 8th September, 1779, by Captain Richard Brown. A letter from the second lieutenant, William Jenkes, describes her wreck on 31st October:—

"I am sorry to have to write you, on so unfortunate a circumstance as the loss of your sloop, the *Jackal*. She was drove on shore in a most violent gale of wind, at a place called Villafranca, about five leagues from here [St. Michaels, Azores], where she went instantly to pieces and out of her whole crew not a soul but six were saved, among them is Mr. Turner, the remainder are foremast people; poor Captain Brown and every other officer are no more. I have applied to Mr. Lettice, the English consul here, who is giving me every assistance and in a few days shall send you a more full account of every particular and this I send to Lisbon by an opportunity that just offers. The *Portsmouth* of London, a fine ship of 26 guns, foundered off Flores in the same gale, the crew of 150 were picked up by the *Hero* cutter and brought safe here."

If the *Jackal* then had a crew of 60, about 50 lives must have been lost.

JUPITER. 250 tons; after lengthening, 296 tons "measurement."

Owners: Joshua Powell and Co. This ship is advertised in the *Bristol Gazette* of 23rd December, 1779, as follows:—

"Six Months Cruise directly against the inveterate enemies of Great Britain. The fine frigate *Jupiter*. Commanded by Captain John Marshall. Copper sheathed and is thought to be as compleat a Privateer indisputably as ever sailed down the river Avon, with

¹ This capture of St. Bartholomew has been unnoticed by historians. The island was retaken by the French in same year and again captured on 17th March, 1781, by H.M.S. *Sylph*, 18, Commander Lawrence Graeme. Again taken by the British from Sweden in 1801. (Laird Clowes, iv. 47, 63, 470.) St. Bartholomew was also taken in 1757 by seven privateers from St. Kitts.

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the most perfect accomodations for her men. She mounts 22 heavy 12-pounders with swivel carriages on her gun deck, and 12 light artillery of 18, 12 and 9-pounders on her quarter deck, forecastle and tops, with 160 men. She has also a Protection for her crew. Now is the Time, my Boys, to board the rich Spanish galleons."

Early in 1780 the *Jupiter* was rebuilt and lengthened 16 feet. She sailed in March, and returned in September, having taken the *Lively*, from Maryland to France, laden with 96 hogsheads of tobacco.

Declaration 27th October, 1780, by Captain Peter Wade. Three prizes were sent into Kingroad by the end of the year, and in February, 1781, the Liverpool privateer *Fox* arrived, having been retaken by the *Jupiter* and *Minerva*. She was a brigantine of 200 tons, twelve months old, and was sold.

In March, 1781, Captain Wade sailed on another cruise, and in company with the London privateer *Experiment*, Captain Belford, took the *Diana*, from Philadelphia to Göteborg, with a cargo of tobacco. She was sent into Londonderry in July, and stranded at Walton near Clevedon on coming round to Kingroad two months later.

Declaration 24th September, 1781, by Captain Robert Craggs. In December the *Jupiter* retook the *Nancy*, from Jamaica to London, which was sent into Portsmouth; when coming from the prize the *Jupiter's* boat was capized by the swell and two lieutenants with six men were drowned. Other prizes taken were the *Sophia Magdalena*, *Tourterelle*, sloop *Hope*, 80 tons, brig *Polly*, 90 tons, and lugger *Nantois*, 60 tons; all sold at Bristol.

Maclay in his account of Silas Talbot, a famous American privateer captain, mentions that on his release from Plymouth prison in October, 1781, he made his way to France, and early in February, 1782, "sailed from Nantes for Rhode Island in a brig commanded by Captain Folger. When fifteen days out the vessel was captured by the British privateer *Jupiter*, Captain Craig, who treated his prisoners with kindness. Falling in with a British brig from Lisbon to New York, Captain Craig placed Talbot aboard her, remarking that he had been a prisoner so long, and had suffered so much, that he ought to have the earliest opportunity to reach home." This was the *Jupiter* of Bristol, Captain Craggs. Captain Talbot was in command of the *George Washington* when she was taken by H.M.S. *Culloden*, 74, in 1780.

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The *Jupiter* fitted out again for a five months' cruise in May, 1782, and sent a prize into Kingroad in December. She is advertised for sale in March, 1783, and is described as mounting 22 twelve-pounders on main deck, 8 twelve-pounder carronades on quarter deck, 1 long six-pounder carronade on forecastle, and 2 six-pounder carronades in the tops. The *Jupiter* was again for sale in May, 1795, "by order of the assignees of James Rogers, a bankrupt." She was probably the Bristol whaler *Jupiter*, taken by the Spaniards, with nine other vessels, at Pupayan, South America, in April, 1797.

KING GEORGE. 150 tons. 20 six-pounders on one deck. 120 men. Lion-head.

Owner : John Powell ; declaration 12th December, 1778, by Captain Edward Matthews. In June, 1779, the *King George* put into Falmouth, having taken a Spanish brig, from Ferrol to France, sent to Kingroad, and two other prizes sent into Falmouth ; in August the *King George* again arrived at Falmouth with a Spanish snow, bound from Bilbao to Cadiz. In January, 1780, the *King George* sailed for St. Kitts, and on the passage was taken by a French ship of war, but in April it was reported that she had been retaken by the privateer *Dragon* of Guernsey, and sent into that port.

LEVANT. 300 tons. 28 guns. 6 swivels. 100 men. Man-head.

Owners : Davis and Protheroe ; declarations 9th June, 1777, and 18th August, 1778, by Captain John Martin. In July, 1778, the *Levant* reported to Captain John Alexander of the brigantine *Farmer* that she had taken nine prizes since sailing from Bristol. One of these was the sloop *General Gates*, from Virginia to Bordeaux, sent into New York ; her cargo, of James and York River tobacco and 6,700 Virginia white oak hogshead staves, was sent to Bristol in the *Neptune* and sold in December. On 9th September the *Levant* was blown up in an action with the American privateer *Hancock* of Boston, 20 guns, ex *Weymouth Packet*, and upwards of 100 of the crew perished, only the boatswain and 16 men being saved. The *Hancock* was probably the 18-gun brig mentioned by Maclay, which in August, 1779, captured three brigs laden with rum.

¹ On 19th April, 1783, "married at St. Michael's Church, Capt. Craggs of the *Jupiter*, to Mrs. Sarah Evans, of same parish." In May, 1784, it was announced that "lately died at sea, on his return from the coast of Guinea, Capt. Craggs of the *Jupiter*, of this port."

AMERICAN REVOLUTIONARY WAR, 1775-1783

LION. 350 tons. 32 carriage guns (10 nine-pounders). 180 men.

Owners: James, Joseph and William Jones, Sydenham Teast, William Randolph; declaration 28th September, 1778, by Captain John Shaw; John Shaw, junior, lieutenant. Advertised for a six months' cruise "against the perfidious enemies of Old England. This ship is full frigate built, compleat for the intended purpose of a cruiser; her accomodations for the crew at any season of the year (equal to any of his Majesty's cruisers) undeniably good and comfortable. The abilities of the Commander from several years experience in the two last wars, both as a Seaman and Officer, are well known to the most valuable Part of the British Community, the Tars of Old England."

Felix Farley's Bristol Journal of 19th December, 1778, gives the following account of the way in which two Bristol privateers engaged the French battleships *Orient*, 74 guns, and *Artésien*,¹ 64 guns:—

"On 14th December arrived in Kingroad from her cruise the *Lion*, Captain John Shaw, in a very shattered condition; being in company with the *Vigilant*, of this port, Captain John Marshall, in 45° 44' N., 9° 00' W., on the 6th inst, in the night, they fell in with two very large ships of great force. Captain Shaw being the nearest to them, and having in company such a ship as the *Vigilant*, made a signal for her which was answered, when Captain Shaw determined to close in with them immediately, the night threatening to be very wet and dirty, under cover of which they might probably get off; he therefore run on the quarter of the sternmost and largest,² which being so extremely lofty and the night very dark, he took for a Dutchman. She showing no colours, humanity prevented Captain Shaw from giving the first fire, but upon his hailing her, she fired on him, which was by a well regulated fire smartly returned from the *Lion*; the engagement then began and continued full seven glasses, when the *Vigilant* and the other ship were observed to be firing at each other at a great distance, and soon after the ship engaged with the *Vigilant* bore down to the assistance of the ship engaged with the *Lion*, at which time Captain Shaw was expecting every moment she would haul down her colours, their fire having much

¹ Model in Musée de Marine, Paris; see plate in Morton Nance, *Sailing Ship Models*.

² This is corroborated by a monumental inscription which says that the *Lion* engaged the *Orient*. On page 291 is the statement that the *Vigilant* engaged the *Orient*, and this is confirmed by notes written on Pocock's drawings of *Lion* and *Vigilant*.

BRISTOL PRIVATEERS AND SHIPS OF WAR

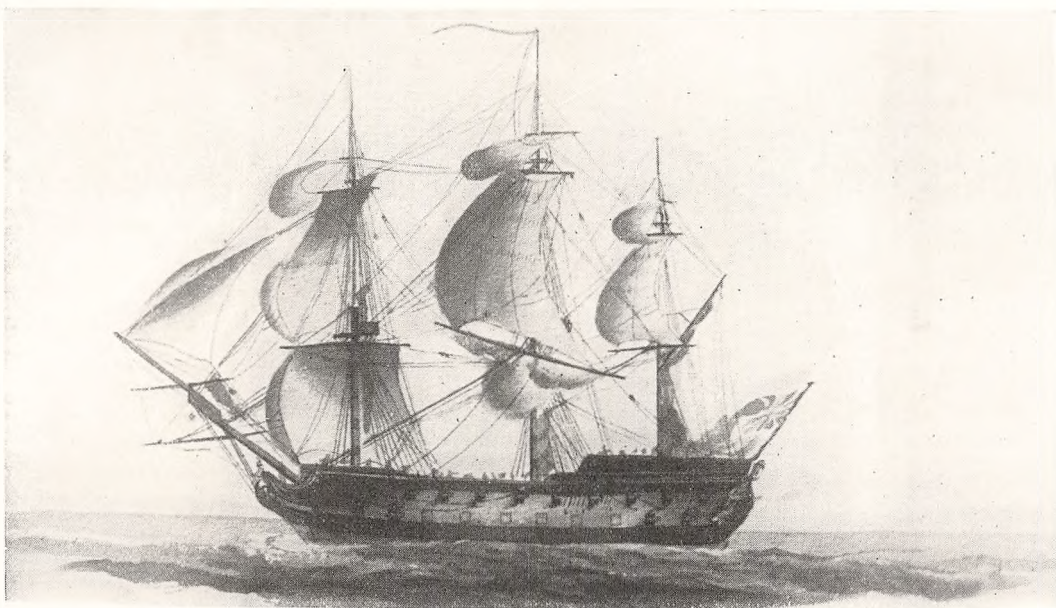
abated and no men in her tops, but on seeing her consort returning from the *Vigilant*, he let fall his foresail in order to join her.

“The *Lion* at this time had 6 killed and 18 wounded, her lower masts very much shattered and much disabled in her rigging; braces, lifts, tyes and top-chains being shot away, he could not follow her. Captain Shaw saw both ships next morning at a distance but the weather being very thick and hazy he could not make out their force. By their magnitude they were supposed to be outward bound French East Indiamen; several of the Frenchman’s shot of nine and eighteen pounders lodged in the *Lion* and she was hulled in many places. The *Lion* mounted 20 six-pounders on her main deck, 2 four-pounders on her quarter deck and 4 nines between decks, but the seas running so high had they ventured to open the ports below, the ship must have foundered. Boats were immediately sent down to bring up the wounded men, who could not be removed till the day after her arrival, when they were with great care and tenderness conducted to the Infirmary by several of the owners themselves.”

The *Lion* was soon ready for sea again, as on 21st December:—

“Gentlemen Officers, Seamen and Landmen are desired to hold themselves in readiness to embark on board on the first notice as she will certainly be remasted, all other damages repaired and put again in excellent order ready to proceed on her cruise the next spring tides. In consequence of which the Owners have for their late bravery on the 6th inst. given their valiant commander orders to give them fresh shipping notes, equal to their first Bounty or Advance Money, which they may receive at Captain Shaw’s in Princes Street; the Three Queens,¹ in St. Thomas Street (where Captain Shaw will frequently attend), or of Mr. William Randolph on Redcliff Parade; and it is hoped that none of them will desert the ship after this public notice, as well as their own resolutions in obliging Captain Shaw to bring the ship into port to refit contrary to his opinion. Those who do not choose to continue the cruise, agreeable to the Articles already signed, are expected to return their first Advance Money and take their discharge; otherwise they will be treated with according to the Law for their non-performance of the cruise.”

¹ Still in existence; “new-built” in 1727.

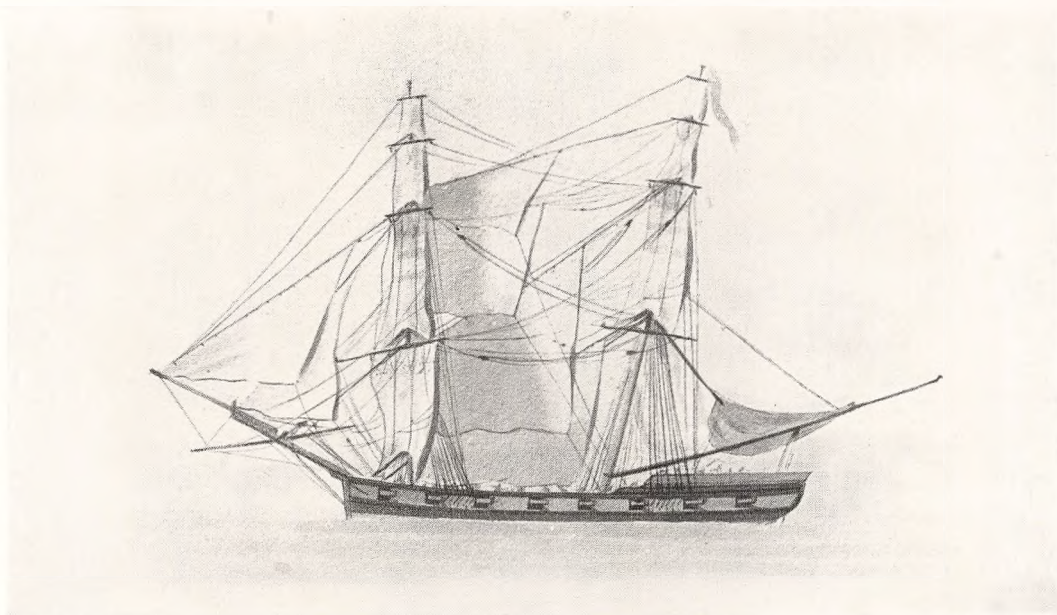


After N. Pocock.

Bristol Museum.

“THE LION WITH THE WIND SHIFTED FROM STARBOARD TO LARBOARD QUARTER.”

350 tons, 36 guns on two decks, 180 men.

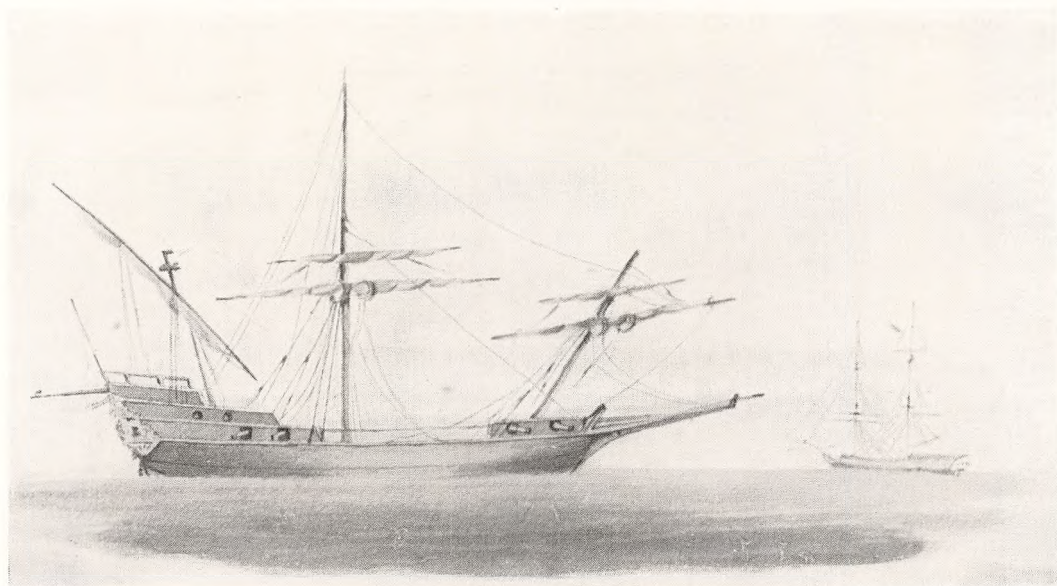


After N. Pocock.

Bristol Museum.

"THE LIVELY BECALMED."

120 tons, 16 guns, 60 men. Formerly an American prize.



After N. Pocock.

Bristol Museum.

THE DIVINA PASTORA AND ANGELIQUE.

Prizes to the LORD CARDIFF. ANGELIQUE was afterwards the SQUIRREL.

AMERICAN REVOLUTIONARY WAR, 1775-1783

The *Lion's* repairs were carried out in Teast's Dock, and she was ready for sea on 8th January, 1779:—

“ It is therefore expected, that all those who have already taken fresh Shipping Notes do repair on board the said ship, where they will be allowed 2s. per day Subsistence Money, until the ship gets into the Road ; and such as do not intend to proceed in the ship, are requested immediately to return their first Advance Money to Captain Shaw or Mr. Randolph ; and it is to be hoped, after this and the former public notice, proper attention will be paid thereto by the Crew in general, otherwise they may be assured of very rigorous treatment by the Owners, for their Breach of Contract in not performing the cruise agreeable to their Shipping Articles and the consideration money paid them—their Petition to Captain Shaw dated at sea the 8th December last—and their forcibly bringing the ship into port contrary to the Captain's inclination and advice.”

The *Lion* sailed to complete her cruise in February, but returned the following month.

In July it was reported that she had taken a Bayonne privateer and a large Spanish ship from Havana, with indigo and specie on board, and that both had been carried into Gibraltar. The *Lion* returned to Bristol with some prizes, and is advertised in August as “ going out in the most promising season for success, as many both French and Spanish, as well as American merchantmen will be coming home about the time she will get into her Station. She will have an additional force of 10 18-pounders between decks. God save King George and Success to all his loyal Subjects that dare in the worst of times step forth to assist in drubbing the perfidious enemies of Old England.”

Soon after sailing the *Lion* took the French ship *Valiente*, 250 tons, from Cayenne, and two Spanish ships, the *Nuestra Senora de los Dolores*, 250 tons (built at Philadelphia), from Buenos Aires with specie and furs, and the *Nuestra Senora del Merced*, from Havana with sugar and specie, and brought all three into Kingroad. The *Lion* was sold by auction in Bristol on 17th June, 1780, and the *Lion* which is advertised for sale in December, 1781, as French built in 1774, and stated to have had new upper works at Greenock in June, 1780, was probably a different vessel. The former *Lion*, mounting 32 guns, was owned by Messrs. John Collard and Co. on 27th July, 1782 ; declaration by Captain Mungo Wright. S. G. Tovey

BRISTOL PRIVATEERS AND SHIPS OF WAR

in his *Jottings on Local History* (undated), says that "the *Lion* after escaping the perils of the deep and the perils of the enemy, came to a natural end, and some half century since her figurehead was to be seen in a timber yard at the Butts." She is the only Bristol privateer mentioned as having guns on two decks, besides the poop. (See illustration.)

LIVELY. 120 tons. 16 four-pounders. 4 swivels. 60 men.

Owners: Robert Lovell, Richard George, William Lewis; declaration 29th December, 1780, by Captain John Marshall. This vessel was a brig taken by Captain Marshall when commanding the *Jupiter* earlier in the year, and renamed LIVELY. She sailed in January, 1781, for Lisbon and a four months' cruise, but returned in March, having met with heavy weather, in which the crew had to throw several guns overboard.

Declaration 19th October, 1781, by Captain Peter Wade. (See illustration.)

LORD CARDIFF. 150 tons. 16 six-pounders. 100 men. 3 masts.

Owners: Thomas Jones, William Denham, George Atwood, Isaac Cook, Robert Lovell and Co.; declaration 2nd March, 1778, by Captain Abraham Watson. The *Lord Cardiff* made two cruises in this year, returning to Kingroad in December. She took the *Divina Pastora*, which arrived from Ireland in November, and in company with the *Favourite*, took the *Angelique*, 140 tons, sold at Exeter in January, 1779, and afterwards the *Squirrel* of Bristol. These two prizes are the subject of a sketch by Pocock (see illustration). It appears that Captain Watson was blamed by some of his crew for not attacking two ships on the last cruise, "a French East Indiaman with a frigate convoying her," but that others were "perfectly unanimous" that they "ought not to interfere with them."

Declaration 16th February, 1779, by Captain Leonard Webb. On this cruise the *Lord Cardiff* had the ill-fortune to be taken by the French ship *Solitaire*, 64, and was eventually burnt. It is stated that she had the "figure of a Roman warrior at her head."

The following case was tried on 28th August, 1780, at Bristol Assizes:—

"Before Mr. Justice Nares, a cause, wherein Mr. Thomas Jones, of this city, merchant, and others, owners of the *Lord Cardiff*,

AMERICAN REVOLUTIONARY WAR, 1775-1783

privateer, of this port, were plaintiffs, and Mr. Abram Watson, commander of the said privateer was defendant. The action was to recover damages which the plaintiffs had sustained by reason of the defendant taking a neutral vessel, expressly contrary to his orders, given him by the plaintiffs, which appeared in the course of the trial, that he was by special orders from his owners, strictly forbidden taking any neutral ship whatsoever, but the defendant not regarding his said order did take a neutral vessel called the *St. Croix Planter*, whereby the plaintiffs sustained damages to the amount of £623. 11. 1. The plaintiffs' case being fully proved the jury without hesitation found a verdict for the whole damages they had sustained. It is therefore to be hoped that this will be a caution to all commanders of privateers and other vessels to be more obedient to the orders they receive from their owners when on a cruise."

MARS. This ship is advertised in August, 1779, as follows :—

"On a Six Months' Cruise, against the united enemies of Great Britain. The new frigate *Mars*, copper sheathed, John Chilcott, Commander (late of the *Tartar*). Mounting 30 carriage guns, 22 of which are 12-pounders on one deck and intended to carry 150 men. She is built on an approved plan of the famous *Ceres*,¹ esteemed the fastest sailer in the British Navy, has exactly the same accomodations and cover for her People as his Majesty's frigates, and is allowed by all judges to be the most complete private ship of war in Great Britain. All Gentlemen Officers and Seamen, as well as able bodied Landmen, willing now at the commencement of a Spanish War, to make their fortunes in this ship, where sailing and force are united, will meet with the greatest encouragement, by immediately applying to Captain Chilcott, at his house on Kingsdown; at Mr. Thomas Bones, in Marsh Street; Mr. Jones, the Black Horse, near the Floating Dock; Mr. Mills, the Phoenix, without Temple Gate; Mr. Rivnells, the Three Tuns and Mr. Robson, the Turk's Head, both on Lawrence Hill; Mr. Melsome's, the Fire Engine; Mr. Lawley, the White Horse and Mr. Edward Tyler, the Rose and

¹ *Ceres*, 18-gun sloop, 361 tons, built at Woolwich, 1774-7; taken by *Iphigénie*, 32, on 17th December, 1778; retaken as *Cérés* on 19th April, 1782, and renamed *Raven*; taken by two French frigates, 5th November, 1783. Her successor, the 32-gun frigate *Ceres*, was built at Liverpool in 1781.

BRISTOL PRIVATEERS AND SHIPS OF WAR

Crown in Kingswood. Application may likewise be made to Mr. Thomas Easton on the Exchange; or at Messrs. Bush, Elton and Bush, in Redcliff Street."

The *Mars* was built by James Martin Hilhouse, and her half-model may be seen at the offices of his successors, Messrs. Charles Hill and Sons. A full-sized model is in Bristol Museum, and she is also the subject of one of Pocock's sketches. The *Mars* sailed in August, and in September it was reported that she had taken a Spanish privateer of 14 guns and 47 men, which had thrown her guns and cables overboard before capture. She was sent into Kingroad, as well as the *Maria*, 150 tons, from Portsmouth, New England, to Cadiz. The *Mars* was supposed to have been "cast away amongst the Western Islands, as she was never afterwards heard of."¹ Thomas Easton is given as her owner in declaration dated 12th August, 1779.

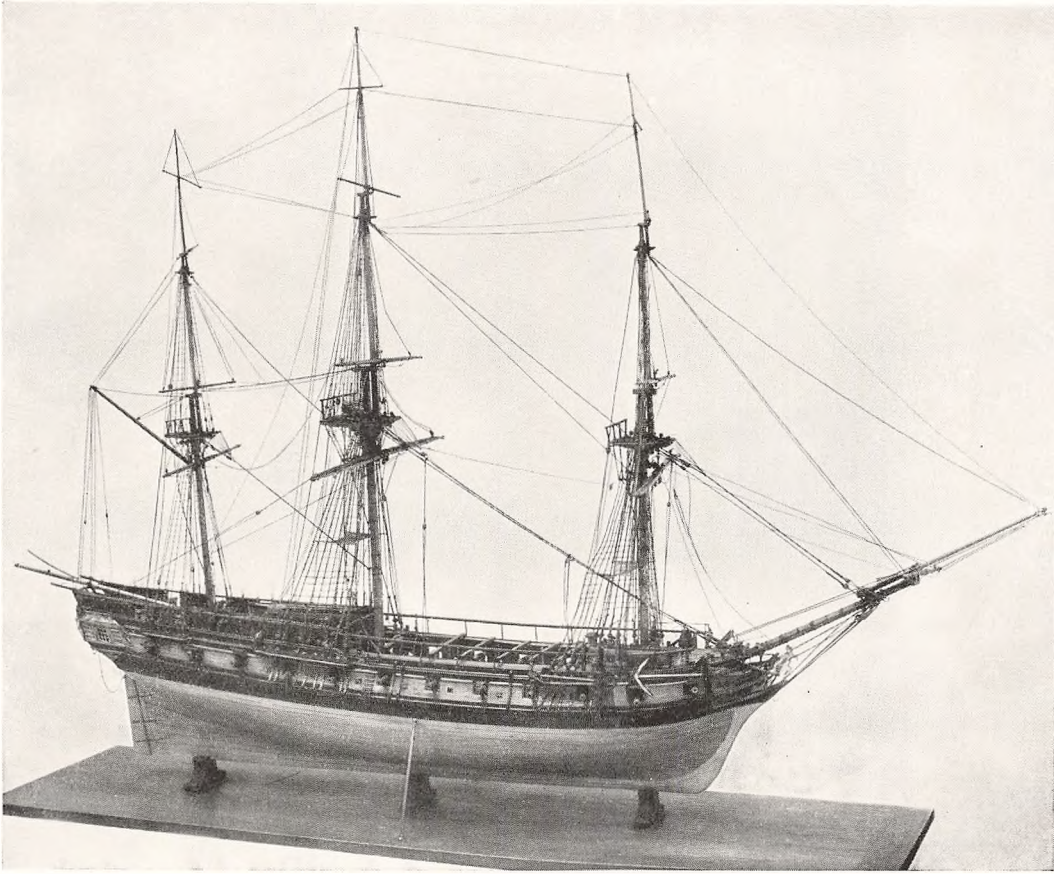
MERCURY. 200 tons. 10 four-pounders. 8 swivels. 100 men. 3 masts.

Declaration 15th April, 1778, by Captain Conway Heighington, who was also sole owner. In September, 1779, it was reported that the *Mercury*, in company with the *Ambuscade* of London, had taken the cutter *Adelaide*, from Lorient to Boston with a cargo of tea, and carried her into a Newfoundland port.

Declaration 13th April, 1780, by Captain Robert Craggs; owners, Davis and Protheroe. On this cruise the *Polly* brigantine, from Cork to St. Kitts, was retaken; as were the *Nancy*, from London to Quebec, and another brigantine, which were all sent to Bristol and sold. On 24th February, 1781, the *Mercury* was present at the capture of the Dutch colonies of Demerara and Essequibo by six privateers (see *Bellona*). In March it was reported that the *Mercury*, in company with the privateer *Regulator* of St. Kitts, Captain Walcott, had fallen in with 10 sail, from Guadeloupe to St. Thomas under convoy of a Danish frigate, and had taken all of them except the frigate, "which they suffered to depart." The *Mercury* returned to Bristol in August.

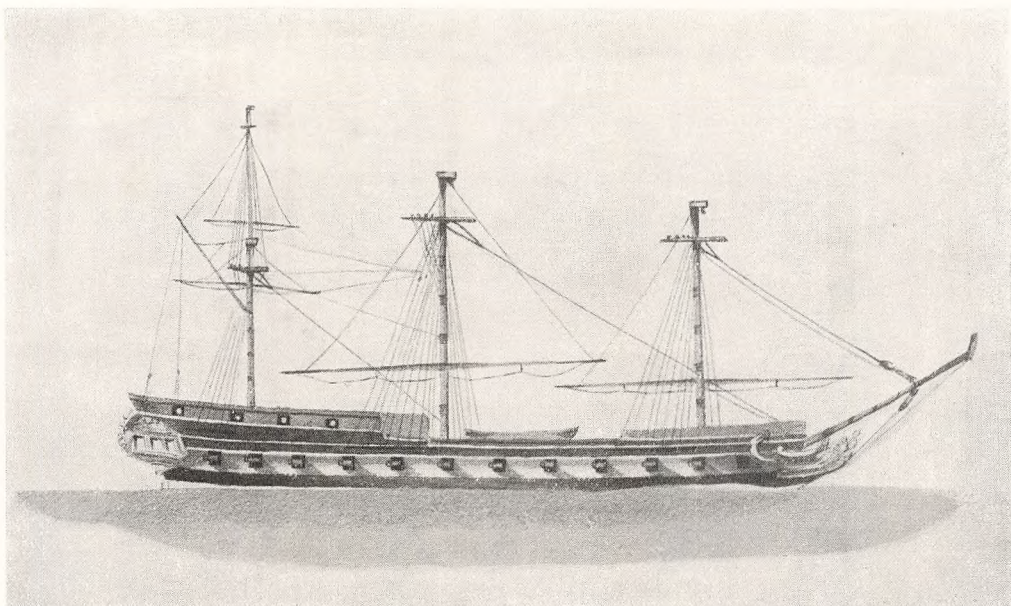
At the beginning of 1782 she was again commanded by Captain Heighington, as in June the newspaper announces that "the Lords of the Admiralty have been pleased to appoint Mr. Conway Heighington, a Lieutenant in his Majesty's Royal Navy, on the recommendation of Governor Eliott, for his seasonable relief to the garrison of Gibraltar, by

¹ Note on Pocock's drawing: The "Western Islands" are the Azores.



MODEL OF MARS IN BRISTOL MUSEUM.

This ship's figurehead was of Mars, the God of War ; there is a cohorn in the main top. The stern ornamentation on this model is more elaborate than that on MELAMPUS.



After N. Pocock.

Bristol Museum.

THE MARS, BUILT AT BRISTOL, 1779; LOST ON FIRST CRUISE.

22 twelve-pounders, 8 carronades, 150 men.

AMERICAN REVOLUTIONARY WAR, 1775-1783

a valuable cargo brought there in the *Mercury* at great hazard in February last." This refers to the great siege which lasted from 1779 until the final relief on 11th October, 1782, by a fleet under Lord Howe. General Eliott was created Baron Heathfield of Gibraltar for his defence. There were two other vessels named *Mercury* sailing out of Bristol at this time, but as far as can be ascertained the *Mercury* commanded by Captains Heighington and Craggs was the same ship.

MINERVA. 400 tons. 16 six-pounders. 40 men.

Owners: Henry Garnett and Co.; declarations 27th June, 1777, and 20th January, 1779, by Captain John Sampson.¹ In February, 1779, it was reported that the *Minerva* had arrived at Cork from New York, having on her passage fallen in with and retaken the privateer *Active* of London, which had been taken by the American privateer *General Sullivan*. Captain Sampson chased the latter, but without success. He also took a sloop bound from New England in ballast and, after taking off the crew, sunk her.

MINERVA frigate. 300 tons. 28 guns (20 nine-pounders on one deck). 200 men.

Owners: Davis and Protheroe; declaration 22nd February, 1779, by Captain William Roblin. This ship fitted out in Blannin's Dock, Redcliff, and was "intended to cruise in consort with the ship *Byron*, on a cruising voyage to Jamaica;" the crew to "receive the customary Monthly Wages, besides their share of Prize Money."

When in company with the *Ranger* the *Minerva* frigate took the French East Indiaman *Comte d'Artois*, 350 tons, from Mauritius to Lorient. This ship was sold in August, her dimensions being: length of upper deck, 94 ft.; length on keel, 78 ft.; beam, 28 ft.; depth in hold under the beams, 13 ft.; height between decks, 4 ft.; she was almost new, having made only one voyage. The *Minerva* frigate returned to Bristol in September. On December 26th, when sailing for Jamaica, she capsized in the river, by which accident her cargo of flour, candles, beef, pork, butter, tallow, linens, tobacco, cheese, cordage, nails, etc., had to be discharged and sold in a damaged condition.

In October, 1780, the *Minerva*, Captain Roblin, was totally lost at St. Kitts, in a hurricane which commenced on the 11th and lasted six days.

¹ On 16th March, 1790, "died Capt. Sampson, in Trinity Street, many years master of a West Indiaman."

BRISTOL PRIVATEERS AND SHIPS OF WAR

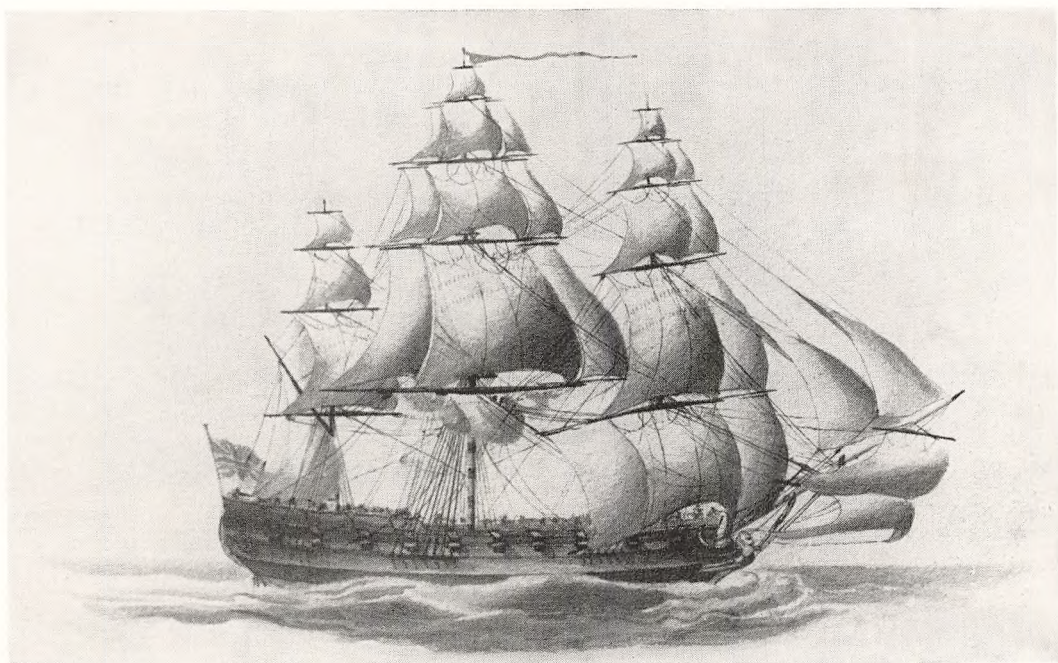
OLD ENGLAND. 280 tons. 20 six-pounders. 20 swivels. 120 men.

Owners : William Randolph, William Jones, John Cave, William Fry ; declaration 2nd September, 1778, by Captain James Todd. The *Old England* sailed the same month for Gibraltar and took the brigantine *Hebe*, 160 tons, from St. Domingo, which arrived from Ireland in November. The *Old England* returned in January, 1779, bringing in two more prizes : the *Enigheten*, from Lorient to Genoa, and snow *Catherine*, retaken, on a voyage from Cork to the West Indies.

A notice published in the newspaper states that "in the articles there is a clause, whereby none of the crew can legally dispose of their respective shares of prize money, even after performing the cruise, without the consent of the owners ; which is mentioned for the government of those who may ignorantly be led to purchase such shares, as was the practice in the late war—such of the crew as may stand in need of necessaries, shall receive them on board, at the cheapest hand, before the sailing of the ship."

On her next cruise the *Old England* was taken, as is described in a letter from the first lieutenant, Thomas Taylor, to the owners, dated 27th April, 1779 :—

"On Friday the 12th March at 6 a.m., in 44° 00' N., 12° 00' W., we discovered one sail in the S.W. and four to the eastward ; that in the S.W. we gave chase to and about 9 a.m., perceived one of the four in the eastern quarter in chase of us and by this time had got in our wake, it then blowing pretty fresh from the N.W. At 1 p.m. we came up with our chase and spoke her ; she proved a ship from Sweden bound up the Mediterranean. We continued standing to the S.W., the vessel astern seemed to be near us ; at 3 p.m. shortened sail taking her and the other three to be English cruisers, but as she was coming up with us end on, we never had an opportunity of once seeing her broadside nor could we discover by the cut of her sails that she was a Frenchman. We sometimes saw the fly of her ensign to leeward, which was English ; when she came up under our stern within hail she sheered a little to leeward, down with English and up with French colours, and fired a gun at us, which we returned with our whole broadside ; the action continued about twenty minutes very warm on both sides, in which time we suffered very much in our sails and rigging, having all our braces but one, bowlines, lifts and standing rigging mostly shot away ; many shot went through us, several between wind and water, which proved fatal, for



After N. Pocock.

Bristol Museum.

THE OLD ENGLAND.

280 tons, 20 guns, 120 men.

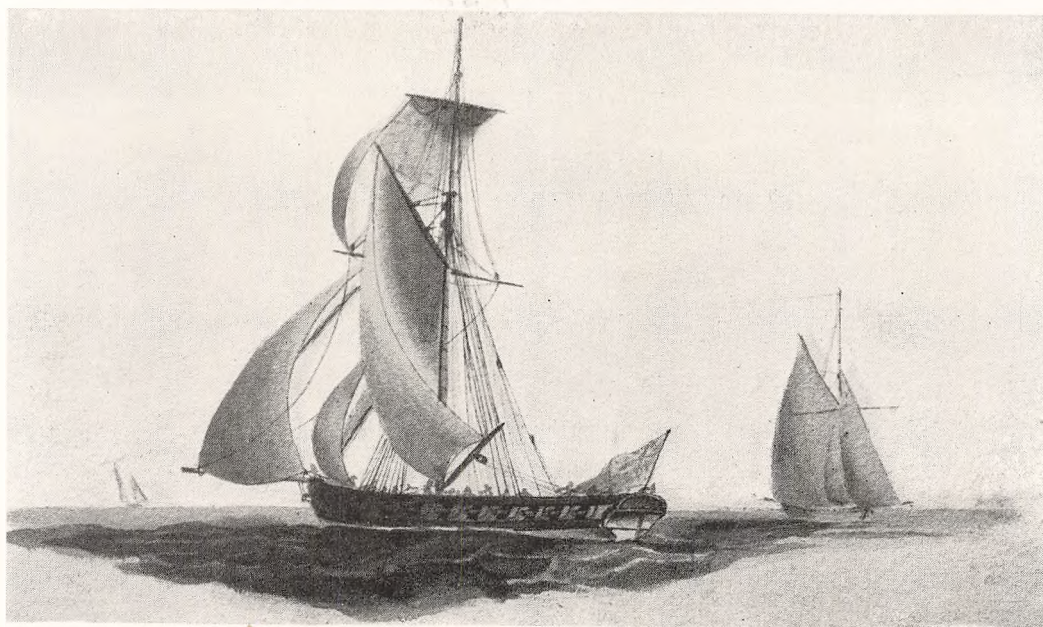
Taken by *SURVEILLANTE*, 36, on 12th March, 1779.



After N. Pocock.

Bristol Museum.

THE SPANISH PRIVATEER SNOW DON CARLOS, 130 TONS, 16 GUNS, AND HER CAPTOR, THE PEARL, 300 TONS, 18 GUNS, FORMERLY A FRENCH SLOOP OF WAR.



After N. Pocock.

Bristol Museum.

THE PRINCE ALFRED CUTTER.

250 tons, 20 guns, 120 men.

Formerly the PRINCESS DE ROBECQUE of Dunkirk.

AMERICAN REVOLUTIONARY WAR, 1775-1783

she sunk in about an hour and a half after she struck. Finding the ship so much superior to our own, after the loss of one man killed and the captain and 10 more wounded, we struck our colours to a King's frigate called the *Surveillante*, mounting 26 twelve and 10 six-pounders; the other ships proved to be two of 64 guns and one frigate, bound on a cruise, on board of which we were distributed. Several of the crew, both French and English, went down in our ship, amongst which was Captain Todd. I cannot particularize who were lost, as we were distributed on board the whole squadron." (See illustration.)

PEARL. 300 tons. 18 "long King's six-pounders." 2 swivels. 40 men.

Owners: William Browne, James Bonbonous; declaration 1st June, 1781, by Captain John Richards. The *Pearl* was 104 ft. long by 28 ft. beam, and was "built entirely for sailing having been a French sloop of war and known to be the fastest sailer in the French Navy."¹ She is described as having a "shell head." In March, 1782, Captain Richards arrived from Oporto, bringing in the Spanish privateer snow *Don Carlos*, 130 tons, 16 guns and 60 men, "not four years old," which she had taken on her passage. The *Pearl* was sold in May, and in December she took the French brig *Colombe*, 165 tons, from St. Domingo to France, and sent her into Castlehaven in Ireland. (See illustration.)

PORCUPINE. 90 tons. 14 four-pounders. 6 swivels. 70 men.

Owners: John Evans, John Clissold, John Powell, Thos. Knight, John Weeks and Co.; declaration 27th October, 1778, by Captain Alexander Robe. The *Porcupine* was a frigate-built snow, built at Liverpool for the African trade, and was fitted out for a four months' cruise in "Mr. Noble's Dock, near the Hot Wells." In January, 1779, she was put up for sale while lying at Portishead, and sailed on her next cruise commanded by Captain Thomas Collins. In September it was reported that the *Porcupine* had been taken by Paul Jones's² squadron off the Irish coast, but had been retaken by her crew and carried into Galway. In 1781 the *Porcupine*, Captain J. Jackson, was present at the capture of Demerara. (See *Bellona*.)

¹ The *Perle*, 18, was taken on 5th July, 1780, by H.M.S. *Romney*, 50. (Laird Clowes, iv. 114.) She was possibly the *Pearl* condemned at Antigua in 1793.

² John Paul, born at Kirkbean, Scotland, 1747; served from apprentice to master in Merchant Service, 1759-1773; took additional name of Jones, 1773; Founder of United States Navy, 1775; took H.M.S. *Serapis*, 23rd September, 1779; served in Russian Navy, 1788-89, and awarded Order of St. Anne; died in Paris, 1792. Body exhumed in 1905 and re-buried at Annapolis Naval Academy.

BRISTOL PRIVATEERS AND SHIPS OF WAR

PRINCE ALFRED. 250 tons. 22 six and nine-pounders. 12 swivels.
120 men.

Owner: William Randolph; declaration 1st December, 1780, by Captain John Lusk. The *Prince Alfred* was a cutter, formerly the French prize *Princess de Robecque*, of Dunkirk, and was advertised for a six months' cruise "in a Southern Climate." She sailed in January, 1781, and returned in June, without having had any success.

Declaration 13th July, 1781, by Captain Thomas Walker. This cruise was more profitable, and in August it was reported that she had taken the snow *Libre Navigateur*, a new vessel on her first voyage, from Nantes for the East Indies, and soon afterwards the brigantine *Fame*, 130 tons, pierced for 16 guns, from Lorient to Philadelphia, which were both sent into Kinsale and eventually sold at Bristol. The *Prince Alfred* also took the *St. Anna*, from Amsterdam to Bilbao, which was sent into Fishguard in November, but having lost her bowsprit and rudder she was obliged to put into St. Andero (Santander) to preserve the lives of the crew, and was there seized by the Spaniards. (See illustration.)

QUEBEC. 200 tons. 16 four-pounders. 25 men. 3 masts.

Owners: James Rogers, William Garnett, William Clarkson; declaration 22nd March, 1779, by Captain Cornelius Smith. On 17th July, 1780, the *Quebec*,¹ Captain Smith, arrived at Bristol from St. Kitts, from which port she had sailed on 10th June, in company with the *Marlborough* and *Nelly*, letters of marque of Liverpool, snow *Nelly* of Lancaster and the ship *Rawlings*.

"Having agreed to associate together for their mutual safety they appointed Captain Dawson of the *Marlborough*, commodore. On the evening of the 29th in 30° 10' N., 44° 28' W. they fell in with a fleet of 16 sail, including a large two-decker and other armed vessels, which at first hoisted American colours and then French. After various manœuvres and a smart engagement of three hours between the French commodore and the *Marlborough*, they all escaped except the *Nelly*, which had the misfortune to lose her main topgallant mast, and being a heavy sailer, was taken." The *Marlborough* was also taken in August and carried into Bordeaux.

¹ Probably the *Quebec*, Captain Trattles, lost on Bonacco in 1785; crew saved. (See page 36.)

AMERICAN REVOLUTIONARY WAR, 1775-1783

RANGER. 200 tons. 18 six-pounders. 2 swivels. 110 men.

Owners: Henry Garnett, James Rogers; declarations 29th December, 1777, and 16th September, 1778, by Captain Joseph Robbins. The *Ranger*, an American frigate-built ship, was cruising throughout 1778, and arrived at Poole in December with a prize called the *Cigale*. On her next cruise with the *Minerva* frigate she took the *Comte d'Artois*, from Mauritius.

Declaration 19th July, 1779, by Captain Daniel Dale. On 24th August the *Ranger*, in company with the Liverpool privateer *Amazon*, Captain Charles Whytell, took the rich Spanish ship *Santa Inez*, from Manila to Cadiz, which was carried into Cork and eventually arrived at Bristol. Captain Whytell states that the prize mounted 2 eighteen and 12 nine-pounders, with about 150 men, and was taken after a two hours' action, in which she lost 33 killed and 14 wounded, mostly through an explosion. Apparently the *Ranger* "kept aloof," and the *Amazon* being damaged, she boarded the prize first "and received the captain's sword and papers, which they did not deserve." The *Amazon* lost one man.¹

The *Santa Inez* or *St. Innis*, as she is called in the papers, is said to have been "the most valuable prize taken since the rich Acapulco ship by the late Lord Anson." Her cargo, which was sold at Bristol in February, 1780, was valued at about £250,000, and consisted of 200 chests of sugar, 9 tons of black pepper, 90 tons of dyewood and a quantity of beeswax. The *Santa Inez* was also sold at the same time, when lying in the Merchants Floating Dock, still in existence. She is described as full frigate built, 700 tons, pierced for 30 guns on one deck. Length of keel, 128 ft.; beam, 34 ft.; depth of hold, 14 ft.; height between decks, 5½ ft.; and was built at Cadiz for the King of Spain.

A zebra on board is thus advertised in the newspaper:—

"A Beautiful Zebra, remarkably tame and quite young, taken in the *St. Innis*, bound from the Manillas to Spain, a Prize to the *Ranger* and *Amazon*, Privateers. Of all the exhibitions that ever were exhibited in this city the Zebra or Wild Ass, taken by the *Ranger* and *Amazon* on its passage to Spain has the pre-eminence; this most beautiful animal is visited daily by the first families in Bristol. The Zebra continues in this city this day and absolutely no longer as she will be removed to Bath on Monday next for the inspection of the curious."

¹ Letter in Gomer Williams, *Liverpool Privateers*, p. 258.

BRISTOL PRIVATEERS AND SHIPS OF WAR

Declaration 15th April, 1780, by Captain John Aselby. On 1st May, during a violent storm of hail and rain, the *Ranger*, while lying at anchor in Kingroad, was struck by a flash of lightning and her main mast was so shivered that she had to have a new one before she could put to sea. "A boy that was between decks was killed on the spot. It is supposed that the mast conveyed the lightning down to him and that the whole charge went through his body, but there were no marks about him except a black spot on the shoulder."

The *Ranger* soon afterwards sailed on a cruise, and in company with the London privateers *Grand Trimmer*, Captain Smedley, and *Alligator*, Captain Craig, took the *Fortune* and *Victorieux*, from St. Domingo, and sent them into Falmouth. The two prizes had been driven into Corunna, from whence they were proceeding to Bordeaux, under convoy of the *Concordia*, a French frigate of 42 guns and 400 men, the *Sieur Baudsan* and a cutter. The *Grand Trimmer*, mounting 28 eighteen-pounders, 8 nine-pounders and 16 brass four-pounders with 160 men, engaged the frigate and cutter and drove them off, while the *Ranger* and *Alligator* seized the prizes. The cargoes of the two ships were worth £40,000.

In August, 1780, the *Ranger*, in company with the *Alligator* and *Alert*, took a Spanish brigantine bound from Spain to France, and returned to Bristol in September. A print in Bristol Museum, after Pocock, depicts the *Ranger* with four prizes: *Cigale*, from St. Domingo, *Comte d'Artois*, *St. Innis*, and *Cantabre*, the last from Martinique.

In December, 1781, it was reported that the *Ranger*, Captain Aselby, had been lost in the Gulf of Finland, when coming from Petersburg.

REPRISAL. 150 tons. 2 long six-pounders in cabin and 14 four-pounders. 12 swivels. 4 cohorns. 70 men.

Owners: Isaac Bence, Jas. Lockier, Thos. Woodward; declaration 12th December, 1778, by Captain Elias Foord.

"Every carriage gun is mounted on swivel carriages, on the same plan as all the Guernsey and Jersey privateers and the vessel sails remarkably well. The Captain is a man, whose prudence and courage have been sufficiently tried since hostilities commenced and his humanity and good conduct is apparent by the greatest part of his old crew in the *Mars* privateer, following him from the West of England to proceed with him in the *Reprisal*."



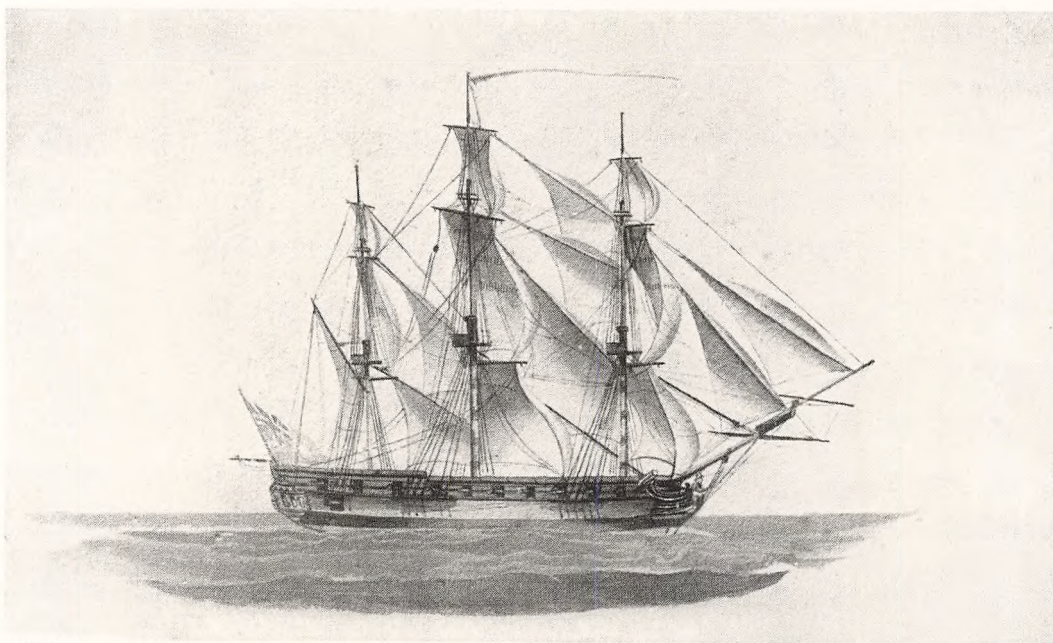
CIGALE. COMTE D'ARTOIS. RANGER.

SANTA INEZ.

CANTABRE.

A VIEW OF THE RANGER, PRIVATE SHIP OF WAR, WITH HER PRIZES.

From a copy in Bristol Museum by E. T. Archer after a sepia drawing by Nicholas Pocock, dated 1780, in the possession of Dr. F. H. H. Guillemard, of Gonville and Caius College, Cambridge. The original bears the Arms of James Rogers of College Green : ARGENT, A MULLET SABLE, ON A CHIEF OR A FLEUR-DE-LIS SABLE. Crest : A FLEUR-DE-LIS OR.



After N. Pocock.

Bristol Museum.

“THE TIGER SAILING WITH A FREE WIND.”

250 tons, 22 guns, 150 men.

Taken by the French in 1779.

AMERICAN REVOLUTIONARY WAR, 1775-1783

The *Bristol Gazette* of 31st December has the following notice relating to Bristol Infirmary:—

“At a General Board of the Subscribers the 22nd December, 1778, John Noble, Esq. in the Chair. Summonses having been issued, giving Notice, to take into Consideration the Admission of Wounded Men from private Ships of War, the same was taken into Consideration accordingly. ORDERED. That the Sick and Wounded from on board Privateers and Letters of Marque, be admitted as Casualties. In Consideration of the additional expense attending such Admission, John Noble, Esq. made an offer of subscribing Half a Guinea per Gun, for a private Ship of War called the *Reprisal*, now fitting out. ORDERED. That the same be accepted and that the Thanks of this Society be given him for his generous proposal.”¹

The *Reprisal* sailed in January, 1779, and in March returned to Kingroad with the *Scipio Africanus*, 250 tons, from St. Domingo. The *Reprisal*, Captain Isaac Lewis, was sold in August, and it is stated that she “was intended for another cruise had not the embargo taken place.”

Declaration 11th January, 1781, by Captain Alexander Robe.

RESOLUTION. 200 tons. 14 four-pounders. 8 swivels. 46 men.

Owner: Jeremiah Coghlan; declaration 30th May, 1778, by Captain Christopher Moore. The *Bristol Gazette* of 11th February, 1779, prints the following letter from Captain Moore to his owner, dated at Porto Ferrajo, Elba, the 31st January:—

“I have the happiness to inform you of my arrival here, after having had an engagement of seven hours with a French tartan, two hours of which it was pretty hot on both sides; the wind failing and being dubious of calms, in which I should certainly have been taken, is the occasion of my putting in here. The tartan mounted 18 guns and had 80 men; she was in this port three days past and is manned with renegadoes of all nations; she engaged me with a bloody flag at her mast head. There are two of them in consort as I find here, they frequently hoist a signal to each other for every sail that heaves in sight, but happily for me the other did not appear.”

¹ Another John Noble, Alderman, died 11th March, 1768, aged 58 years. His monument on south wall of St. James's Church, Bristol, states that “He was the first who imported the Produce of Turkey, directly from thence, to this Port.”

BRISTOL PRIVATEERS AND SHIPS OF WAR

RODNEY. 300 tons. 24 six and four-pounders. 60 men.

Owners : Meyler and Maxse ; declaration 26th January, 1782, by Captain John Luscombe. Frigate built. In October, 1782, it was reported that the *Rodney*, Captain Luscombe,¹ from Jamaica to Bristol, had foundered at sea ; crew saved. Another RODNEY, commanded by Captain Nathaniel Thorpe, is described as " new " in 1784. *Felix Farley's Bristol Journal* of 6th November, 1790, prints the following extract from the journal of Captain Woodville, junior, of *Rodney*, which sailed from Montego Bay, Jamaica, on 28th August, and arrived at Bristol on 2nd November, a passage of 66 days :—

" On 2nd September, at 8 in the morning, Cape San Antonio, the west end of Cuba, bore E.S.E., 5 leagues, at the same time there was an appearance of bad weather. The wind increased by degrees till about 4 in the afternoon, when it blew a storm, and continued till 11 at night, when there were two tremendous claps of thunder ; the lightning so constant, that it would have been scarcely possible to reckon the flashes. The sea rose into almost perpendicular waves, each of which broke and ran in every direction, owing to the sudden shiftings of the wind, which came round from N.N.E. to S.S.W. by the westward, and although the ship bore the gale remarkably well, still she shipped an immense quantity of water. During the whole gale the rain poured in such abundance, that there was no possibility of looking to windward ; even large bodies of water were raised out of the sea. The violence of the wind was so great, that the ship was kept in a constant tremor by its power on the masts and yards. All the sails were split and some blown away so as not to leave a remnant behind, except the mainsail and main topsail ; even those that were handed were blown loose and split. Between 10 and 11 the mizen staysail sheet gave way, and the sail, the only one left, was blown to rags. We were then necessitated to let the ship drive at the mercy of the sea. Towards 11, just at the period of the claps of thunder above mentioned, which had a most terrifying effect, seemed to be at the height of the storm. It appeared at that instant a combination of all that is dreadful in the elements—the loudness of the thunder—the astonishing roar of the sea—the amazing noise and violence of the wind amongst the masts and

¹ Captain Luscombe died at Savannah la Mar, Jamaica, in December, 1789.

AMERICAN REVOLUTIONARY WAR, 1775-1783

rigging—the incessant lightning, which gave a blue frightful blaze, and our situation, with land on every side, inspired us with the most shocking expectations. We wore ship occasionally, and soon after midnight were obliged to cut away the yawl, which was in the cranes on the quarter. Towards 5 in the morning of the 3rd, the gale was very much moderated and the sea fallen. At 8 spoke with a French brig from Africa to the Havana, with 240 negroes on board; she was entirely dismasted. As neither of us were in a situation to manage our ships, I could not learn any other particulars. At noon, fine weather. I imagine there was a strong westerly current during the whole hurricane.”

ROVER snow. 160 tons. 16 six and four-pounders. 4 swivels. 100 men.

Owners: Joshua Powell and Sons; declaration 22nd August, 1778, by Captain Windswor Brown. The *Rover* sailed the same month, but sustained damage when going down the river, and had to return for repairs. On eventually getting to sea, she took three prizes, which were all sent to Bristol. These were the snow *Oracle*, from Nantes, for Guadeloupe; snow *Hirondelle*, 160 tons, with 150 tons of salt from Alicante for France, and the ship *Gracieux*, 280 tons, from St. Domingo for Havre. The *Rover* arrived in November with a Spanish brig, and sailed the following month to complete her cruise.

On 17th March, 1779, it was reported from Tralee that the *Rover* had brought into the Valentia river the snow *Louisa Elizabeth*, a French East Indiaman of 250 tons, from Mauritius for Lorient, with a cargo consisting of indigo, coffee, pepper, gum arabic and other goods, to the value of £40,000. “She was taken a few days before and brought in here because it was the nearest safe harbour; in coming in she got upon a dangerous rock, but it is hoped that she will get off. The privateer being thinly manned, the captain wrote to the collector of this port for assistance to bring his French prisoners to this town, so part of the Kerry Legion was sent.” The prize came off the rock and was sold at Bristol in May. She is described as “frigate built about six years ago for a packet to the East Indies;” length, 80 ft.; beam, 16 ft. The *Rover* was also for sale in October, and it is stated that she was “of an easy draft of water, shifts without ballast and is well calculated for a letter of marque in any trade suitable to her burthen.” On 27th July, 1781, the death of Captain Windswor Brown took place at his house on Kingsdown.

BRISTOL PRIVATEERS AND SHIPS OF WAR

Declaration 3rd January, 1781, by Captain George Hunter ; same owners. On 19th February the *Rover* engaged four vessels off Cape St. Vincent, in which action the surgeon, second lieutenant, and 4 seamen were killed and 11 wounded. In May, 1781, Captain Hunter and William Townshend, first lieutenant, were committed to Newgate for piracy and murder, of which there are no further particulars in the newspapers.

SAVANNAH LA MAR. 200 tons. 14 six-pounders. 30 men.

This ship was built at Bristol in 1773. The following extract is from *Felix Farley's Bristol Journal* of 18th January, 1777 :—

On the morning of the 16th, “a providential discovery was made of a most diabolical plot, which might have terminated in the general conflagration of this city, the loss of many lives and perhaps the ruin of thousands. Early that morning a fire was perceived on the deck of the *Savannah la Mar*, a vessel belonging to Messrs. Meyler and Maxse, lying at the Quay and bound for Jamaica, which before it could be extinguished, communicated itself to the mizen mast, and did other damage. It evidently appeared to have been designedly done. This opinion was soon after confirmed by the discovery of some combustible materials placed on board the *Fame*, lying at a distance from the *Savannah la Mar*, and destined for the same voyage, which fortunately did not take the like effect. A third attempt was made on the *Hibernia*, Captain Knethell, a Cork trader, situated at another part of the Quay ; on board this vessel was found a bottle of turpentine, besides other inflammable matter.”

Latimer states that “several other attempts were made in the city and the incendiary was arrested in Lancashire, £128 being paid by the Corporation and Merchants' Society towards the expenses of his arrest. He was James Aitken alias Jack the Painter, who set fire to the rope house in Portsmouth Dockyard in December 1776. He was hanged at Portsmouth on a gallows 67 ft. high.”¹

Declaration 4th October, 1782, by Captain William Jenkins ; James Jones, sole owner. In October, 1784, it was reported that the *Savannah la Mar* had been lost in a hurricane near Port Royal, Jamaica ; crew saved.

¹ *Annals*, p. 426 ; see also article, “John the Painter,” by Wm. Senior, *Mariners' Mirror*, x. 355 (1924).

AMERICAN REVOLUTIONARY WAR, 1775-1783

SAVILLE. 200 tons. 20 six-pounders on one deck. 100 men.

Sole owner : John Fisher Weare ; declarations 20th August, 1777, and 19th September, 1778, by Captain James Ranton. This ship was built at Bristol about 1777. In November, 1778, the *Saville*, in company with the *Tartar*, took a Swedish ship from Bordeaux for Venice, and sent her into Kingroad, the *Saville* arriving the following January. On her next cruise early in 1779 the *Saville*, in company with the Liverpool privateer *Bess*, Captain Perry, took the *Proteus*, a rich snow, from Philadelphia to France, with a cargo of flax seed, tobacco, beaver skins, etc., and sent her into Milford. The *Saville* was lost at Port Maria, Jamaica, in 1785.

SQUIRREL. 140 tons. 12 four-pounders. 4 swivels. 70 men.

Owners : William Chambers, James Rogers ; declaration 13th April, 1779, by Captain Thomas Short. This vessel was formerly the *Angelique*, brig, built at Nantes in 1778, and taken by the *Lord Cardiff* in that year. In July it was reported that the *Squirrel* had been taken by two French frigates.

TARTAR. 110 tons. 16 six-pounders. 10 swivels. 120 men. 3 masts.

Owners : Thos. Lucas Hooper, Isaac Bence ; declaration 2nd September, 1778, by Captain John Chilcott. On this cruise the *Tartar*, a new vessel, took the French brigantine *Babet* (American built), Bordeaux to Martinique ; in company with *Albion*, retook the snow *Santa Maria* ; in company with *Saville*, took a Swedish ship ; and in company with *Alexander*, took the *Ferme* ; all these prizes were sent to Bristol. In December it was reported that the *Tartar* had off Ushant fallen in with a French frigate of 36 guns, and had made her sheer off after an action of an hour and a half, in which she had three men killed and several wounded.

Declarations 20th March, 1779, and 22nd February, 1781, by Captain Aaron Floyd. In the latter month the *Tartar* fitted out in Hilhouse's Dock, and is described as " a remarkable fast sailer, both as a lugger and a schooner, with both of which kind of sails she is fitted. The characters of this vessel and commander being so well known in Minehead and its neighbourhood, any person willing to enter, may apply to Captain John Somers or Captain Richard Martin in Minehead." In March it was reported that the *Tartar* had been taken by the French privateer

BRISTOL PRIVATEERS AND SHIPS OF WAR

Black Princess, retaken by the Dartmouth privateer *Phœnix*, Captain Pidgley, and sent into Penzance. She is advertised for sale at Falmouth in September, 1781.

There was another TARTAR of 200 tons and 20 guns, owned by Messrs. Lucas, Collard and Co.; declaration 23rd December, 1779, by Captain James Fraser. She is described as a "light Guineaman," and captured a Spanish ship in September, 1781. This *Tartar* was afterwards taken off Cape Mount, West Africa, by the *Surveillante*, 38 guns, *Ariel*, sloop of war, and a cutter, after an hour's action, in which the *Tartar* had 3 men killed and 5 wounded.

TIGER. 250 tons. 22 double-fortified nine and six-pounders. 2 cohorns. 10 swivels. 150 men.

In October, 1778, the *Tiger* fitted out in Merchants Dock; William Wood, commander; William Hetling, owner. Among the "Houses of Rendezvous" were the Ship in Launch, near the said dock; the General Blakeney, on the Quay, and Failand Inn, on Leigh Down. She is again advertised in December with Captain Thomas Lewis as commander, but apparently did not sail in this year.

Declaration 13th January, 1779, by Captain John Shaw, junior; owners: Levi Ames, Samuel Span, Thomas and Robert Lucas, John Clissold, John Clark. The *Tiger* sailed in February, and took the snow *Uranie*, 250 tons, from St. Domingo, with sugar, coffee, cocoa, indigo and cotton, and sent her into Kingroad. The *Tiger* returned to Bristol in September, sailing the following month on another cruise, when it was reported in January that she had been taken by part of a squadron commanded by the Comte d'Estaing and sent into Cadiz. (See illustration.)

TRUE BRITON. 80 tons. 10 three-pounders. 10 swivels. 50 men.

Owners: William Rogers and Co.; declaration 28th September, 1778, by Captain Richard Pratt. "As there is a fleet expected in a few days from the French West India islands, and this privateer having but a small number of shares, there is a pleasing prospect of the ship's company making their fortunes in a very short time." The "pleasing prospect" was not realized, however, as only one prize, the schooner *Helen and Mary*, 50 tons, was taken, and the *True Briton* was sold in February, 1779.

AMERICAN REVOLUTIONARY WAR, 1775-1783

TRIAL. 260 tons. 16 six and four-pounders. 30 men. 2 masts.

Owner: William Randolph; declaration 14th April, 1779, by Captain William Saunders. In January, 1780, it was reported that the *Trial*, Captain Saunders, in company with a sloop privateer, had taken an American sloop of 10 guns and 27 men, laden with indigo and tobacco, and had sent her into St. Kitts. She also engaged a frigate of 18 nine and 4 six-pounders, and obliged her to take shelter under the guns of the fort of St. Eustatius.

VALIANT. 150 tons. 16 six-pounders. 2 cohorns. 6 swivels. 56 men.

Owners: James Pierce, John Anderson; James Ruscombe of Cannington, near Bridgwater; declaration 17th October, 1777, by Captain James Fraser. The ship *Valiant* was "a complete frigate, copper sheathed" with a "man head," and sailed on a cruise in January, 1779. She then mounted 24 carriage guns with 150 men, but no prizes are recorded.

There was also a VALIANT brigantine of 120 tons, mounting 14 four-pounders and 12 swivels, owned by John Roach, James Rosser and Co.; declaration 1st October, 1778, by Captain Duncan McCunn. In March, 1779, there is a notice from Captain McCunn telling some of his men, apparently the prize crew of the Dutch ship *Vrow Anna*, sent to Kingroad, to rejoin their ship at Cork. The *Valiant* arrived at Bristol in May.

Declaration 21st September, 1779, by Captain Alexander Robe. The *Valiant* returned from an unsuccessful cruise in December, and again in February, 1780, when she was put up for sale. In May, when outward bound, she went ashore on the Shutes, in Kingroad, and was got off badly damaged.

VENGEANCE. 120 tons. 10 four-pounders. 2 swivels. 60 men. 2 masts.

Owners: Samuel Span, James Bonbonous; declaration 11th January, 1781, by Captain George Watkins. The *Vengeance* sailed for a four months' cruise on 2nd March, 1781. Captain Watkins put back to port in April, and reported that on the 14th of that month his crew had mutinied, taken the vessel from him, and that 28 of the mutineers had left in an Irish fishing-boat. On her next voyage, when bound to New York, the *Vengeance*, Captain Watkins, was taken by the American privateer *Disdain* and sent into Boston.

BRISTOL PRIVATEERS AND SHIPS OF WAR

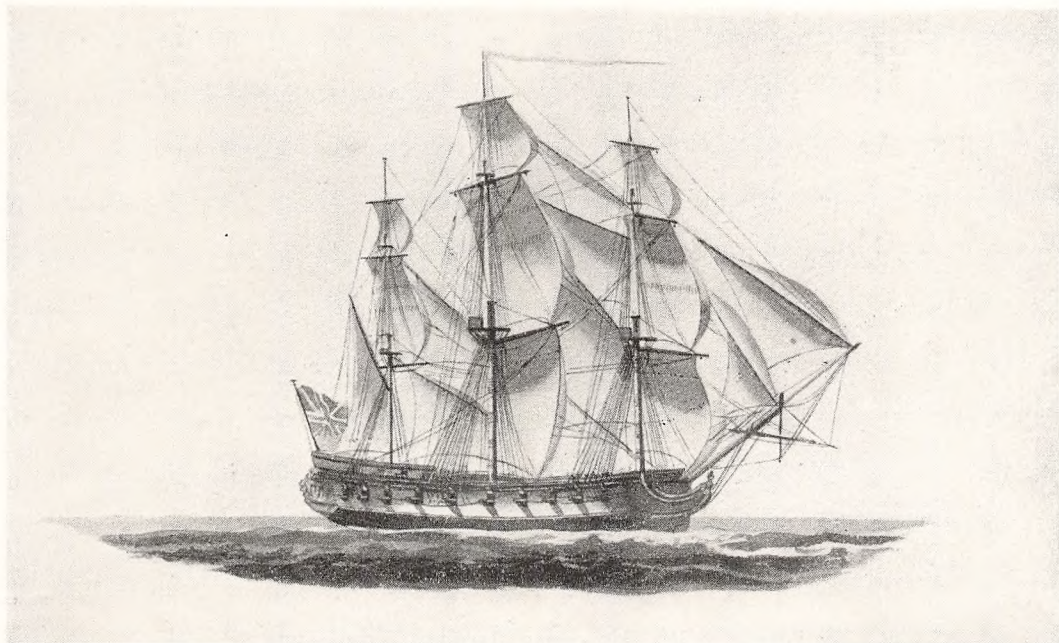
VIGILANT. 200 tons. 22 nine and 8 four-pounders. 8 swivels. 180 men.

Owners : Thos. Easton, Robert Lovell, Richard Tombs, Nicholas Hobbs, Richard George ; declaration 15th September, 1778, by Captain John Marshall. The " new frigate " *Vigilant* sailed the same month for Gibraltar, and took the French ship *Duc de Choiseul* from St. Domingo, which was sold at Bristol in March. This prize was 450 tons ; length of keel, 102 ft. ; length of gun deck, 111 ft. ; moulded breadth, 29 ft. 8 in. ; depth in hold under the beams, 12 ft. 3 in. ; height between decks, 4 ft. ; " equally well calculated for a cruiser or a merchantman, as she both sails and burthens well."

The *Vigilant* was taken when, in company with the *Lion*, she engaged the French line of battleships *Orient* and *Artésien* on 6th December, and the following letter is from one of her officers, dated at Dinan 12th December, 1778 :—

" I arrived here the 26th inst. after a long march of six days from Lorient. We sailed from Cork on Friday November 7th, meeting with nothing material till Sunday the 6th December, when at 2 a.m. we saw three sail on our lee bow, one of which we imagined to be Captain Shaw in the *Lion* as we had been in company with him a few days before, the other two large ships we concluded were Indiamen. We immediately bore down on them and at three o'clock began to engage one of them, at the same time Captain Shaw engaged the other ; we kept up a smart fire on both sides for more than four glasses, when the ship we engaged ceased firing and bore away after the other which had discontinued her fire some time before, we kept away after them, being to windward ; but unluckily for us the wind shifted before daylight, when to our great surprise we found them to be two French men of war, one of 74 and the other of 64 guns ; but could see nothing of Captain Shaw.

" Captain Marshall thought it prudent to strike, being a good deal disabled, several of their shot having hulled us, many of our lower shrouds carried away and one 18 pound shot through our main mast, just above the barricado ; they fired 8 guns into us after we had struck, but neither then nor during the time of engaging had we anybody killed and only three wounded. When they boarded us, they ordered half of us on board the 64 gun ship, and Captain Marshall with the remaining part of the officers and men,



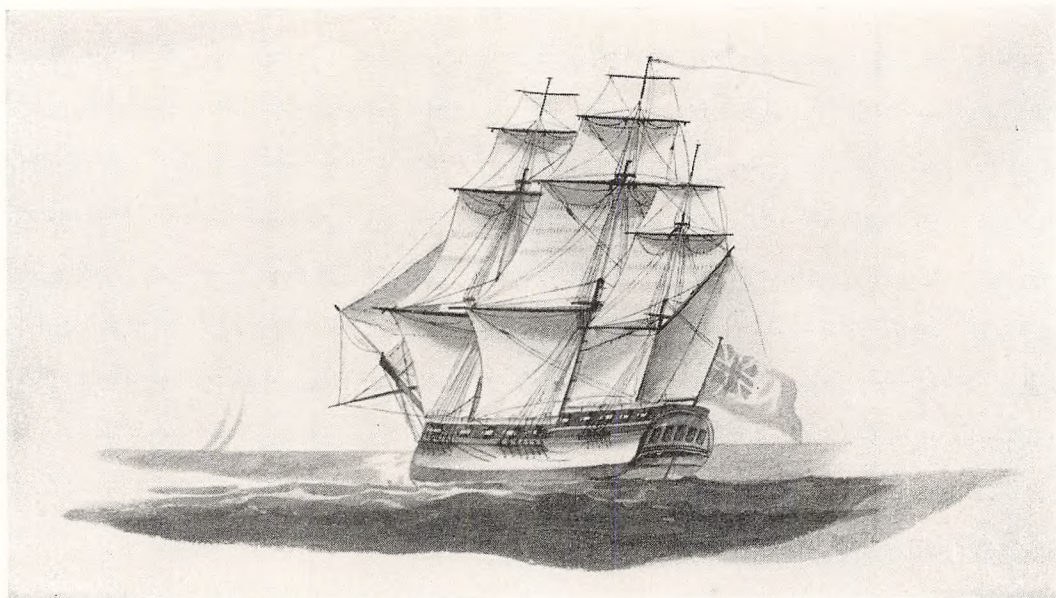
After N. Pocock.

Bristol Museum.

“THE VIGILANT WITH THE WIND QUARTERLY.”

200 tons, 30 guns, 180 men.

Taken by the ORIENT and ARTÉSIEN, 6th December, 1778.



After N. Pocock.

Bristol Museum.

“THE VIRGINIAN CLOSE HAULED UPON A WIND.”

270 tons, 20 guns, 20 men.

Taken by the French in 1779.

AMERICAN REVOLUTIONARY WAR, 1775-1783

except the wounded, were taken on board the *Orient* of 74 guns, which was the ship we engaged and are gone to Brest ; they took away everything we had except the cloths on our backs.

"The second night after our being taken, the *Vigilant* by bad conduct, ran foul of the ship I was on board, named the *Artésien*, carried away her main and mizen masts and received considerable damage in her hull. Whilst the two ships were foul of each other, 22 people from the *Vigilant* jumped on board the man of war, expecting every moment she would sink ; amongst the number which came on board was Dr. Watt and two more of our people ; several Frenchmen were drowned in attempting it ; Mr. Smith, the doctor's mate and the three wounded men were all our people that continued in the *Vigilant*. We saw her the next morning going before the wind under her fore mast ; but neither of the men of war offered to go near her to lend any assistance.

"It was reported at Lorient, before we came from hence, that they had run her on shore just going into Brest Harbour, but how true it is I can't affirm, and that the people on board are all saved. Mr. Pinkum, Mr. Pratt, Dr. Watt and myself are going to the town of Roumillie on parole, which is six leagues from this place. We are allowed 12 sous per day each man which is about sixpence sterling, a very scanty pittance to procure us board and lodging. Whilst at Lorient we were closely confined, almost starving with hunger and cold ; they would allow us no straw to lie on ; nothing but the bare floor was our bed and water our drink. The castle here where our people are confined, consists of five towers where there are upwards of 2,000 prisoners in a very starving condition." (See illustration.)

VIRGINIAN. 270 tons. 20 six-pounders. 12 swivels. 100 men.

Owners: Joseph Farrell, William Jones ; declaration 17th September, 1777, by Captain John Aselby. In March, 1779, the *Virginian* sent into Kingroad the French brig *Petite Madelon*, 140 tons, bound from Bordeaux to Port au Prince, sold in May, and described as "a new vessel very fit for the Newfoundland Trade, being a prime sailer and very burthensome, now lying in the Old Mud Dock." The *Virginian* arrived at Jamaica in August, but on her return passage she was taken by a French ship of war and carried into Bordeaux. (See illustration.)

BRISTOL PRIVATEERS AND SHIPS OF WAR

WASP. 100 tons. 14 nine-pounders. 4 swivels. 50 men.

Owners: John Champion, John Powell, James Cross, Thomas Jones and Co.; declaration 19th July, 1780, by Captain John Langdon. The *Wasp* sailed for Africa in August, and on the passage took a Dutch vessel called the *Zee Krip* or "Sea Crab," from Majorca to St. Valery, which was carried into Lisbon in September. The prize arrived at Bristol in June, 1781, and her cargo, which included "800 cases of Castile soap, of the very first quality," was sold the following January. Pocock's sketch shows the *Zee Krip* with a "timber hoy ketch."¹ The brigantine *Wasp*, sold the same month, was probably her captor.

Declaration 16th September, 1782, by Captain William Bowen.² In October it was reported that the *Wasp*, on her voyage to Africa, had fought an action of an hour and a half with a French privateer, which had been beaten off. It is not quite certain if this vessel is the *Wasp* of 1780. There was a "ship *Wasp*" of 141 tons registered measurement sold in October, 1795. (See page 320.)

WHY NOT. 70 tons. 10 guns. 10 swivels. 50 men.

Owner: William Rogers; declaration 15th April, 1779, by Captain John Delatour. The *Why Not's* advertisement in *Bonner and Middleton's Bristol Journal* of 3rd April states that her sailing "has been lately tried against two favourite privateers of this port, one of which she ran out of sight in four hours; the other, after a chase of 12 hours, could not keep up with her. It is requested that none but brave, stout hearted men, that are desirous to enrich themselves, will apply, as this expedition is intended for that purpose." The *Why Not* sailed in May for Gibraltar, but returned on 9th June, having "been brought back by crew." On 16th June William Antrobus, gunner of the *Why Not*, was tried and convicted, "for having with divers others, piratically made a revolt in the said ship." The *Why Not* sailed again in August, but no prizes are recorded.

¹ This phrase, not found in any nautical dictionary, is written on the original. The craft depicted is a ketch of the period. A hoy was a one-masted vessel.

² Captain William Bowen died at Jamaica in June, 1789.

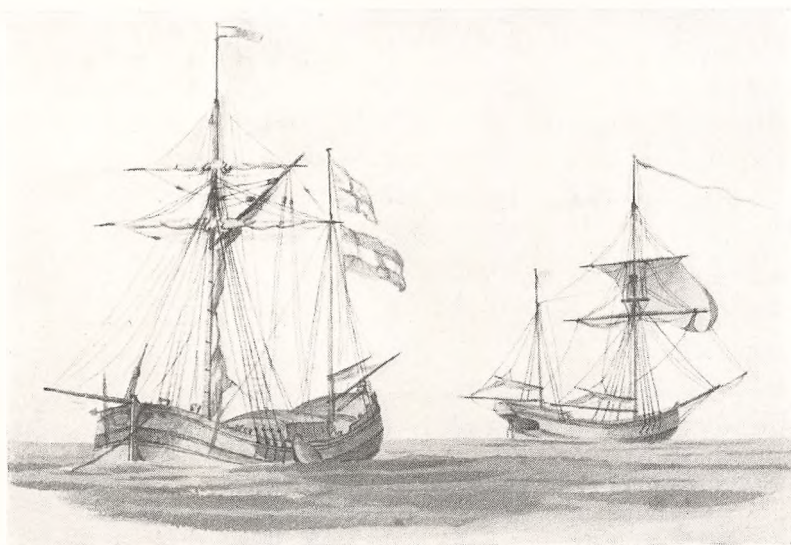


After N. Pocock.

Bristol Museum.

THE RAINBOW SLOOP.

40 tons, 8 guns, 30 men.



After N. Pocock.

Bristol Museum.

THE ZEE KRIP, TAKEN BY THE WASP IN 1780, AND A KETCH.



After N. Pocock.

Bristol Museum.

THE FOX BRIG.

90 tons, 12 guns, 60 men.

Taken by the American privateer DOLPHIN in 1782.

AMERICAN REVOLUTIONARY WAR, 1775-1783

LIST OF SHIPS WITH RIG (OR NUMBER OF MASTS), TONNAGE, GUNS, SWIVELS,
MEN, DATES OF LETTER OF MARQUE DECLARATIONS, COMMANDERS AND OWNERS,
NOT MENTIONED IN THE FOREGOING PAGES.

For this war there are six registers which give descriptions of stern and figure-head, with number of masts. Practically all vessels have a "square stern."

ADMIRAL KEPPEL	200	18	40	17.2.1778.	Abraham Brown. Davis and Protheroe; Richard Stratton, Thos. Bond. Man head.	
ADMIRAL RODNEY.	2	120	14	50	18.7.1780. Simon Breffit. Richard Tombs. In October, 1780, the <i>Admiral Rodney</i> was reported taken by two Spanish privateers and sent into Bilbao.	
ALFRED	200	12	2	30	14.3.1780. John Everitt. Joseph Smith. Guns were 12-pounders.	
ANN	110	10	20	20.7.1780.	John Shilstone. Henry Bicknell.	
ANT				1781.	Watkins. Sailed in January; took the <i>Vlugb</i> from Curaçoa, early in the year.	
AURORA	3	100	12	6	25	8.3.1782. William Phillips. Francis Daniel, junior.
BACCHUS	3	300	16	60	15.3.1782. Charles Thomson. 8.1.1783. John Clark. Samuel Span. Lion head.	
BALTIC MERCHANT	3	330	12	4	20	2.1779. William Clarkson. Henry Garnet, William Weaver, John Gotley. Half frigate built with dragon head; tonnage is "carpenter's measurement."
BETSEY	3	200	14	15	19.8.1777.	Robert Gilbert. John Daubeny.
BRILLIANT	3	150	12	8	30	26.11.1778. Valentine Baker. Isaac Bence, Thos. Woodward, James Lockier. No head.
BRITON	2	70	12	30	30.5.1778.	John Hardcastle. John Fowler & Co.; Richard Tombs. Fiddle head.
BURKE	200	19	30	7.12.1781.	James Clark. Samuel Span.	
CARLETON	160	12	8	20	21.3.1778.	John Webb. Griffith Maskelyn & Co.

BRISTOL PRIVATEERS AND SHIPS OF WAR

CARRIER	.	.	3	200	14	45	11.1779.	Valentine Baker.
							5.12.1781.	Henry Webb.
								Lowbridge and Richard Bright; George Bush, William Elton, Evan Baillie.
CHAMPION	.	.		150	10	15	27.1.1779.	William White.
								Joseph Smith. Billet head.
CHARLOTTE	.	.	2	180	7	7 15	26.8.1778.	Isaac Matthews.
								John Noble. No head.
CHARLOTTE	.	.		250	17	4 80	19.5.1780.	Christopher Pulman.
								John Noble.
CONSTANTINE ship				250	16	40	7.1.1778.	Archibald Robe.
							21.4.1780.	Mungo Wright.
							5.3.1782.	Jeremiah Coffin.
								Thomas Coulson. Rebuilt at Bristol in 1776. The <i>Constantine</i> , Captain Langdon, from Dominica, was lost on Thatch Island in hurricane of 26th August, 1785; crew saved.
CYRUS	.	.	.	200	14	30	17.2.1778.	Christopher Deake.
								Davis & Protheroe. In December, 1781, grounded and capsized in river; ship and cargo very much damaged; hull sold.
DEANE	.	.	.	3	200	16 2 40	28.1.1782.	William Welch.
								Thomas Daniel.
DIMSDALE	.	.	3	100	12	30	26.4.1781.	James Henderson.
								Davis and Protheroe. In November, 1781, the <i>Dimsdale</i> was reported taken and sent into Philadelphia.
DRUID	.	.	.	3	200	12 10 40	30.8.1777.	George Stott.
							17.12.1782.	Thomas Powell.
								Bright Bros.; Bush, Elton & Bush.
DUCHESS	.	.	3	230	18	6 60	4.1.1781.	Simon Breffit.
								Richard Tombs, Richard George. Letter of marque cancelled 19.1.1781.
ECHO	.	.	.	1	40	6 30	26.1.1781.	John Delatour.
								Edward Brice.
EMPEROR OF GERMANY.			3	120	10	18	5.7.1777.	John Richards.
								William Lewis, Richard George. Plantation built.
ENDEAVOUR	.	.	3	250	10	2	16.10.1777.	Cornelius Bryan.
								Joseph and James Jones.

AMERICAN REVOLUTIONARY WAR, 1775-1783

FAME	3	300	18	45	4.10.1781.	William Saunders.
					11.6.1782.	William Grumley.
						Davis and Protheroe; Robert Claxton. "February, 1783, Captain William Grumley married at Aust Church to Mrs. Mary Thompson." (See p. 265, 286.)
FLY	2	180	12	6 25	15.9.1777.	William Roblin.
					1.6.1779.	Joseph Mather.
						Davis and Protheroe.
FORESTER	1	40	8	35	15.1.1781.	William Scott.
						Henry Garnett, Thomas Coulson, William Clarkson.
FOX brig	1	90	14	2 80	5.1.1781.	Stephen Hunt.
privateer						Gresley Blake and Co. Sketch by Nicholas Pocock.
						In August, 1782, the <i>Fox</i> , Captain Hunt, when bound from Jamaica to Charleston, was reported taken by the American privateer <i>Dolphin</i> , and sent into Georgetown, Carolina.
FRIENDSHIP	3	150	14	60	26.9.1782.	William Tomlinson.
						Meyler and Maxse. A <i>Friendship</i> , Captain Bowen, was reported lost near Antigua in May, 1786.
GRACE	3	210	14	6 25	27.7.1779.	William Rose.
						Richard Tombs.
HARBOUR GRACE	2	100	10	10 20	4.4.1778.	John Clements.
PACKET.						John Clements. Retaken by <i>Elizabeth</i> in 1779.
HAWKE	2	120	14	10 28	26.5.1778.	William Hill.
						William Newman & Co. "Painted black and yellow."
HAWKE		75	12	25	6.5.1780.	William Sims.
						James McTaggart.
HEART OF OAK	2	80	10	2	15.1.1781.	Charles Thomson.
						William Papscott, George Winter. Plain side, lion's head. (See page 263.)
HOPE	3	150	12	4 20	4.9.1777.	Abraham Jones.
					26.8.1778.	William Ashweek.
						George Champion, John Noble.
HUNGERFORD	3	200	20	6 70	17.12.1777.	John Teap.
						John Powell.
HUNTER		120	10	24	7.7.1777.	John Hine.
						John Noble. Plantation built.
INDIAN KING	3	235	16	16	9.6.1777.	William Saunders.
						Edward Brice. Hag boat stern.

BRISTOL PRIVATEERS AND SHIPS OF WAR

INDUSTRY	.	.	2	70	8	6	30	8.1.1781.	Thomas Phillips. John Roach, William Turner, James Rosser.
JAMAICA	.	.	3	200	12	2	25	20.8.1777. 25.3.1779.	John Stephens. William Stokes. John Fisher Weare.
JENNY	.	.	3	150	14	6	35	17.2.1780. 6.1.1781.	George Hunter. William Coupland. Ames and Thomas Helliard.
JOHN	.	.	3	200	10		30	22.4.1780.	John Luscombe. Henry Garnett & Co.
JOHN	.	.	3	300	18		50	5.3.1782.	John Major. Thomas Coulson.
JOHN	.	.	3	120	14	6	60	26.9.1782.	Nathaniel Thorpe. Meyler and Maxse.
JOHN AND WILLIAM	2			140	10	6	14	19.9.1777.	John Wright. John Rees, William Tate.
KINGSTON	.	.	3	180	20	6	60	5.10.1780.	John Fowler. John Collard.
LABRADOR PACKET	3			70	12		46	12.4.1780.	William Flinn. Jeremiah Coghlan.
LIBERTY	.	.	3	250	10	4	25	8.8.1777.	James Drew. James Farrell, William Jones.
LORD NORTH	.	3		300	26		80	21.9.1779. 13.3.1781.	John Webb. John Smith. Bush, Elton and Bush.
LOYAL BRITON	.			130	10	2	25	12.3.1781.	Charles Sloper. Joseph Bower.
LUCIA	.	.	3	150	16		50	4.11.1779.	William Miller. Robert Gordon.
MAESGWYN	.	.	3	160	14	4	35	2.7.1777.	William Room. William Room.
MARY	.	.	3	200	18	4	40	27.9.1780.	Abraham Frizwell. William Miles. Wrecked November, 1781, on Scarweather; 4 drowned.
MARY	.	.	3	150	10		30	26.10.1780.	William Foster. Davis and Protheroe.
MARY	.	.	1	80	8		14	27.7.1782.	John Peel. Edward Davis.

AMERICAN REVOLUTIONARY WAR, 1775-1783

MERMAID	.	.	3	100	12	2	45	30.5.1777.	Windsor Brown. 29.8.1782. Peter Wade. William Overend, Joshua Powell.
MILFORD	.	.	3	190	16	6	15	19.11.1777.	William Levitt. Abraham Clibborn of Haverfordwest. "Retained in H.M. Service by the Navy Board to carry Provisions and Stores."
NANCY	.	.	2	150	8	4	14	14.4.1777.	William Jenkins. Joseph and James Jones.
NANCY	.	.	.	250	20	6	30	8.5.1779.	William Marshall. Henry Garnett. Wrecked at Montego Bay, Jamaica, 23rd February, 1780.
NEVIS PLANTER	.	3	250	18	12	40	18.9.1779.	Ashfield Hunt. Bright Bros.; Evan Baillie. In December, 1781, it was reported that the <i>Nevis Planter</i> , Captain Hunt, had been taken. (16 guns were twelve-pounder carronades.)	
NORTHUMBRIAN	.	3	400	12	6	30	3.5.1781.	Solomon Chapman, "of Bristol." James Liddell of Newcastle. Eagle head. Captain Chapman died at Newcastle, 2nd June, 1783.	
ORANGE VALLEY	.	3	400	22	6	90	3.10.1781.	Cuthbert Watson. 2.11.1782. Cuthbert Watson. Gordon Bros. Launched at Bristol, August, 1781; taken by a French squadron on 21st July, 1796.	
PHŒNIX	.	3	120	16		80	15.1.1781.	Philip Staunton. 4.10.1782. James Sutherland. Thomas Easton, Joshua Powell, John Anderson.	
PINSON	.	3	160	14	10	25	11.5.1779.	Thomas Burd. John Noble, Andrew Pinson.	
PLATO	.	.	150	19		40	14.4.1780.	Michael Winter. James Rogers.	
PROSPER	.	.	100	6	4	30	12.6.1778.	William Morgan. Lewis and Morgan.	
PROSPER	.	2	120	10	2	30	8.5.1779.	William Butler. William Brown. In November, 1780, it was reported that the <i>Prosper</i> , Captain Butler, had been taken by the American privateer <i>General Mifflin</i> .	

BRISTOL PRIVATEERS AND SHIPS OF WAR

QUEEN . . .	3	280	20	6	60	25.8.1780.	George Phillips. 8.3.1782. William Stavelly. Robert Lovell & Co. Built at Bristol in 1781.
RAINBOW sloop privateer	1	40	10		25	15.1.1781.	John Olive. Henry Garnett & Co. Returned at end of month having sprung a leak; sketch by Pocock.
RAMBLER . . .	1	60	6		30	5.1.1781.	Alford Hughes. Thomas Jones. In May, 1781, the <i>Rambler</i> was reported taken by the privateer <i>Black Princess</i> .
RECOVERY . . .	2	150	12	6	30	3.6.1779.	William Coghlan. Jeremiah Coghlan. Billet head.
RELIANCE . . . privateer			20		150	8.1778.	Abraham Watson. Advertised for a six months' cruise; no information.
RENOWN . . .	3	160	14	10	50	1.10.1778.	William Robertson. 18.9.1779. William Robertson. Bush, Elton and Bush. Ashfield Hunt, lieutenant in 1778.
RESTORATION . . .	3	140	10	6	30	14.4.1777.	Joseph Robbins. William Randolph. Hag boat stern, painted black and yellow.
REVENGE . . . privateer	3	150	16	2	100	23.9.1778.	Christopher Edwards. Thos. Knight, William Evans. Lost off Rhé, with a prize she had taken, in December, 1778; crew saved.
ROBUSTE. . . .	3	120	14	6	40	15.4.1779.	William Payne. John Noble. In February, 1780, <i>Robuste</i> , Captain Payne, arrived from St. Kitts in 30 days. About June, 1781, the <i>Robuste</i> , Captain Payne, was taken by an American privateer, after an action in which she lost 2 killed; retaken in February, 1782, and carried into Halifax.
SALLY	3	170	22		30	8.3.1782.	John Langdon. James Cross & Co. (See p. 267.)
SOMERSALL . . .	3	100	10	2	15	16.8.1782.	Ashfield Hunt. Walter Jacks, Nicholas Blannin.
STRANGE. . . .	2	100	10	2	20	30.5.1778.	John Langdon. John Powell, James Bonbonous.
ST. DAVID . . .	1	100				5.1.1781.	George Sutherland. Thomas Jones. Pink stern. In February, 1781, this ship foundered in Cowes Road; crew saved.

AMERICAN REVOLUTIONARY WAR, 1775-1783

SUCCESS . . .	2	100	12	12	15	4.1777.	George Arthur. George Arthur.
SUCCESS . . .		150	12		35	18.8.1781.	Thomas Powell. Bright Bros. Plantation built.
SURPRISE . . .	3	200	16		45	5.10.1780.	William Robinett. William Randolph, Levi Ames & Co. Described as "a polacre, ship rigged, two decks fore and aft." She mounted 14 eighteen-pounder carronades and 2 long four-pounders. Sold in August, 1781.
SWALLOW . . .	3	60	8	2	35	4.1779.	Thomas Effard. Peter and Daniel de Jersey, Peter de Lisle, John Quillan.
SYBIL . . .	3	130	16	10	30	28.6.1782.	William Mattocks. Bright Bros.
THETIS . . .	2	150	10		30	2.1781.	Timothy Major. Davis and Protheroe.
TRELAWNY . . .	3	300	20		80	7.11.1781.	James Neilson. 18.9.1782. William Sherry. Robert, John and William Gordon. Built at Bristol in 1781. Wrecked on the Nash, 10th December, 1806. Captain Richard Moon was killed by fall of mainmast and 11 drowned.
TRITON . . .	2	100	12	6	30	30.8.1777.	William Mattocks. Bush, Elton and Bush.
TRUSTY . . .		180	18		50	3.12.1782.	Valentine Baker. Bush, Elton and Bush.
UNION ISLAND . . .	3	200	10	4	20	16.3.1779.	Joseph Rawle. Samuel Span, David Hamilton. No head, white bottom, black sides. In January, 1780, the <i>Union Island</i> , Captain Rawle, was reported taken by a French privateer and carried into Cape François.
VENUS . . .		120	12		35	14.11.1781.	William James Pocock Samuel Span.
ZEBRA . . . privateer	3	150	24		90	12.4.1780.	Daniel Dale. Henry Garnett and Co. Guns were nine-pounders. In October, 1780, it was reported that the <i>Zebra</i> , had been taken by a fleet and sent into Cape François, San Domingo.

CHAPTER XV

FRENCH REVOLUTIONARY WARS, 1793-1815, AND WAR OF 1812

THE period from 1793 to 1815 includes three wars, viz. the first French Revolutionary War, which commenced with the declaration of war by France against Great Britain on 1st February, 1793, followed by the declaration of war by Great Britain on Holland, 18th September, 1795, and by Spain on Great Britain, 5th October, 1796. This war was concluded by an armistice on 1st October, 1801, and the short-lived Treaty of Amiens, signed on 25th March, 1802.

The second French Revolutionary War commenced with the issue of letters of marque against France on 16th May, 1803, followed by the declaration of war by Great Britain two days later. Spain declared war on Great Britain 12th December, 1804. This war was finally ended by the Treaty of Paris, signed on 20th November, 1815.

A war with the United States of America commenced on 18th June, 1812, and was concluded by the Treaty of Ghent on 24th December, 1814.

Latimer states that "it is remarkable that the ardour for privateering manifested by Bristolians in previous wars was on this occasion entirely lacking. The papers do not record the fitting out of a single cruiser," and attributes this to commercial disasters, such as the stoppage of payment by a hundred provincial banks, and a craze for speculative building, which resulted in the erection of some of the Clifton crescents.

It is true that the newspapers do not contain a single one of the usual fitting-out advertisements, but a close scrutiny reveals about half a dozen vessels described as privateers. A dozen letter of marque vessels are also noticed, and about a dozen prizes are recorded as having been sent into Kingroad. One of these was the *Dolphin Packet*, bound from Spain to Havana with wine, sent in by the privateer *Dart* in May, 1801, a vessel which apparently did not belong to Bristol. In January, 1808, the "fast sailing, coppered brig," *Active* of London, 154 tons, 14 guns, was advertised for sale, "just returned from a month's cruise."

John Pinkerton, writing of Bristol in 1818, says that "in the late

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wars with France they built here a sort of galleys, called runners, which being well armed and manned and furnished with letters of marque, overtook and mastered several prizes of that nation." This statement is misleading, as it implies that runners were peculiar to Bristol and were a special type of vessel, "a sort of galley." Runners were vessels allowed to proceed on their voyages at their own risk without convoy, and although the term is only found in the Bristol papers for this period, they had been a feature of previous wars, and sailed from other ports besides Bristol. They were not of any particular rig, speed or size, and the Bristol running vessels range from the brig *Eliza*, a "running vessel" of 105 tons, to the "well armed running ship" *William Miles*, of 577 tons.

We have an authoritative definition of the meaning of "galley" when applied to a merchantman in an article entitled "Galleys and Runners," by the late Sir Julian Corbett.¹ In 1707 a petition was presented to the Admiralty by 154 London merchants, complaining of the lack of protection afforded to trade, and stating that 1,146 ships had been lost up to that time. The Lord High Admiral in his reply expressed his regret at the number of ships lost, "although it is possible great part of that number consists of galleys and runners." The merchants seem to have been so indignant at this answer that in their rejoinder they fully explained the difference between the two.

"They begin by protesting that merchants do not consider that a 'galley' is included under the denomination of a 'runner,' because runners may be slow ships even when specially built for running, whereas in a galley speed is the dominating factor of the design to the sacrifice of cargo capacity. 'A galley,' they explain, 'is built to sail and to row with oars, and measures twice her burthen or loading;' meaning presumably, that her measurements by ordinary rule would give double the tonnage which her cargo space could actually accommodate. The galley, they continue, 'is broad and sharp and carries twice the breadth in sail of common sailing ships that usually sail with convoy, and is double the charge in number of seamen. Galleys are generally 'Act' ships and are free of the Custom House (that is, are of force from 16 to 40 guns) which are fitted and proposed to sail without convoy and carry no more goods than is necessary to sailing—not heavy laden to impede their sailing, as is pretended in the [Admiralty] answer, but will sail four times faster than your common sailing ships of the old fashioned

¹ *Mariners' Mirror*, vii. 133.

BRISTOL PRIVATEERS AND SHIPS OF WAR

building. . . . The Admiralty ought to know that galleys¹ are ships of force and do not require convoys.’”

The mutiny of the *Nore*, which took place in May, 1797, led to the following patriotic declaration, handed in at a meeting of the Society of Merchants on 10th June, by Captains Smith and Neilson² :—

“The Officers and Seamen of the Port of Bristol, expressing their concern at the present disgraceful conduct of some of the Seamen in his Majesty’s fleet, do hereby offer their services to Government and declare their readiness to support with their lives such measures as may be thought most expedient for the protection and safety of their King and Country and for the restoration of good order and subordination among the Seamen in his Majesty’s Navy.”

And it was resolved unanimously :

“That such mark of Loyalty and Zeal in the present crisis deserves the warmest thanks of this meeting and the Public ; and that Captains Smith and Neilson be requested to procure the signatures of all such Officers and Seamen as concur in these sentiments therewith.

“JOSEPH HARFORD,
“Chairman.

The last reference to privateering in the Bristol newspapers occurs in 1823, and is in connection with the revolution which broke out in Spain against Ferdinand VII in January, 1820, and suppressed with the help of a French army three years later. *Felix Farley’s Bristol Journal* of 23rd August contains the following :—

“The *Atreveda*, Spanish privateer, which has been in our harbour several weeks, is now completely refitted and on the point of sailing for whatever chances the fortune of war may bestow. Her last cruise we are told, produced no less than 22 prizes in 21 days,

¹ “Galley built” means a vessel with a flush deck fore and aft, the term also including those with a half or monkey-poop, *i.e.* a poop with only two or three steps to the main deck. “Frigate built” vessels were those with a full poop and forecastle head. What is now called a “well-deck” vessel would correspond to the old term “frigate built.” (See *Mariners’ Mirror*, xiii. 360.)

² Their Christian names have not been recorded.

FRENCH REVOLUTIONARY WARS, 1793-1815, AND WAR OF 1812

and, of course her crew's disbursement of prize-money has not been scanty. We apprehended some of the abuses of so much excitement under the national predilection for knives instead of fistycuffs and are rather surprised that so little has occurred. On Sunday evening last, however, two of the privateer's crew being engaged on the shore of Cumberland Basin in a wordy altercation, one of the *Wolf*, King's cutter (also stationed here), incautiously 'put in his oar,' and instantaneously received, from one of the Spaniards two back-handed stabs in the bosom; but which, warded off by the natural shield, are neither of them likely to prove fatal. A tedious investigation by the Magistrates having failed in proving his identity, one of the suspected foreigners, who had been taken into custody, was, on Monday evening, discharged. A scene of an opposite description was played on board the privateer early on Tuesday morning. Two of her boys having pilfered some brandy and pepper from the stores, were tied to each other, each by the left arm, and a double cord put in their other hands, they were directed to inflict a mutuality of stripes, which they did, roaring lustily the while for about ten minutes, until one got the other off his legs and proved his superior skill in inflicting this, to us, novel species of co-punishment, to the no small amusement of their shipmates."

The *Atrevida* probably belonged to the rebel party. The name of this ship means "Bold."

* * * * *

BESS brigantine. 63 tons.

Declaration 6th May, 1793, by Captain Patrick Driscoll. Gomer Williams states that in 1793 the *Favourite* of Liverpool, Captain Bradley, "in company with the *Bess*, privateer, of Bristol, recaptured a Swedish brig from Barcelona for Ostend, laden with 283 pipes of brandy."¹ The prize's name was *Freden*.

BROTHERS. 201 tons. 12 guns. 32 men.

Owner: James Jones; declaration 14th March, 1793, by Captain Joseph Williams. In November, 1793, it was reported that the *Brothers*, Captain Williams, had taken the *Gabriel Cherre* of Bordeaux, *Hazard* of Havre, and *Petite Amedée* of Honfleur, off the coast of Africa.

¹ Gomer Williams, *Liverpool Privateers*, p. 309.

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EARL OF ST. VINCENT. Letter of marque.

Advertised for Jamaica as a new ship of 200 tons in September, 1799, mounting 16 guns (nine-pounders and eighteen-pounder carronades), Peter Wade, commander. She was for sale in December, and advertised for Madeira in January, 1800, Robert Williams, commander. "For freight and passage apply to Peter Wade."

There was also a ST. VINCENT launched on 9th July, 1804, by J. M. Hilhouse, and then described as "the largest West Indiaman in the port." Messrs. Charles Hill and Sons possess a half-model of this ship at their offices. She is advertised for sale by auction in the *Bristol Gazette and Public Advertiser* of 30th July, 1807, as follows:—

"At the Exchange Coffee Room on Wednesday 5th of August, at one o'clock, The good ship *St. Vincent*, Simpson Bell, Master; now lying in the Floating Dock; Bristol built in 1804, coppered and copper fastened, sails extremely fast and her stores in excellent order. She might be sent to sea at a trifling expense. Register Measurement 493 tons. For inventories or further particulars enquire of W. Ariel, Broker."

The *St. Vincent* was owned by Messrs. Miles and Co. in 1849.

ELIZA.

This vessel was a privateer of 234 tons, mounting 8 four and 6 three-pounder guns, commanded by Captain David Thomas. She was advertised for sale in May, 1803, "as well calculated for the African trade or will make a compleat ship of war," and was fitted out for the latter in July. In that month the *Eliza* took a Spanish brig bound from New Orleans to France, and recaptured the *Princess Royal*, Captain Heatley, from Gallipoli, and sent them both into Kingroad. In August it was reported that "another French prize is taken by the *Eliza*, privateer, Captain Thomas, of this port, and brought into Kingroad. She came from Martinique and has on board General Nogues, late Governor of St. Lucia and 29 officers. Her crew consists of 41 men." This ship was the *Gloire*, 400 tons, sold by auction in January, 1804, when lying in the Merchants Dock. She is described as having "two flush decks and a round house; coppered; extreme length, 110 ft. 10 ins., length at load water line, 101 ft. 1 in., breadth extreme, 30 ft. 10 ins., height between decks, 5 ft. 9 ins. from skin to skin."

In October, 1803, the *Eliza* detained and brought into Kingroad the

FRENCH REVOLUTIONARY WARS, 1793-1815, AND WAR OF 1812

American ship *Young Eagle*, bound from New York to France. The following month the *Eliza* was advertised for sale, "just returned from a cruise; immediately after will be sold in lots all her warlike stores, water casks etc.; copper sheathed about four months since." The owners did not find it very easy to dispose of her, as she is still for sale at the end of December, and again in February, 1804, "without reserve."

FOX.

In February, 1796, it was reported that the "*Fox* privateer, Captain Thompson, of this port, had taken and carried into Plymouth a Dutch lugger mounting 8 guns."

GENERAL ORD. 148 tons.

Declaration 5th March, 1793, by Captain Henry Duckett. Captain Samuel Kelly of the brig *Mayflower*, of Liverpool, states that when lying at Morgan's Pill on the Avon, in July, 1793,¹ he "was visited by Captain Duckett, commander of a privateer in Kings Road, who insisted on my company to dine at Lamplighters Hall with the noted privateer, Captain John Shaw, who formerly commanded the *Lion* from Bristol, but cannot say I was highly entertained with the conversation, it being in a style I much disliked."

In 1793 the *General Ord*, when bound from Bristol on a cruising voyage to Africa and Jamaica, was lost, together with a prize she had taken worth £20,000, in the hurricane of 14th August, on the rocks off Norman Island, only 10 of the crew and 14 slaves being saved. The captain, most of the officers, 29 seamen and 28 slaves were lost.

The *Bristol Gazette* of 12th June, 1794, states that: "The Annual Dinner of the Bristol Sailing Society² was this year at Lamplighters Hall,³ and made a loyal fete to commemorate the natal day (4th June) of one of the best of monarchs; the company, near a hundred, sat down to a most excellent cold collation, provided by Mr. Brown, which gave universal satisfaction. That hearty veteran, Captain Shaw, presided and gave many admirable sentiments. Several loyal songs were sung, and the evening closed peculiarly comfortable. Many ladies attended, who 'tripp'd the light fantastic toe' and made a second Elysium of this delightful spot."

¹ Samuel Kelly, *An Eighteenth-Century Seaman*, 1925, p. 252.

² Founded 1785.

³ Latimer states that the public house opposite Pill, called "Lamplighters Hall," is first mentioned in 1768. It afterwards "became a favourite resort of pleasure parties. In 1772, when offered for sale, it was described as 'some time the estate of Joseph Swetnam, tinman, of Small Street, deceased.' Swetnam had at one period contracted to light the lamps in some of the city parishes." (*Annals*, p. 389.)

BRISTOL PRIVATEERS AND SHIPS OF WAR

GOOD INTENT. 180 tons. 15 guns.

Declaration 8th May, 1793, by Captain Cornelius Smith. Two days after sailing "on a cruise" the *Good Intent* fell in with a French privateer of 18 guns, which she engaged and beat off with the loss of 1 man killed and 5 wounded. In August it was reported that the *Good Intent* had been taken by the privateer *Marsellois*, 22 guns and 180 men, from Dunkirk. The prize was "manned with French and continued cruising."

GUIANA PLANTER. Letter of marque.

At the beginning of 1801 the *Guiana Planter*, Captain Wedge, bound from Bristol to the West Indies, recaptured the Portuguese packet *Santa Brilliant*, which had been taken by the French privateer *Mouche* near Madeira, and sent her into Kingroad, where she arrived in February. In May of the same year, when homeward bound from St. Kitts, the *Guiana Planter* was taken by the French privateer *Braave*, but was afterwards retaken by H.M.S. *Glenmore*, and arrived safely at Cork.

HEBE. Letter of marque.

A West Indian trader mounting 10 six-pounders. Richard Honnywill was master in 1796 and Thomas Thatcher in 1797.

HERMIT. Letter of marque.

In March, 1794, it was reported that the *Hermit*, Captain Williams, bound from Bristol to the West Indies, had retaken the *Fox* from Lisbon to London, and had sent her into Cork.

ISABELLA. 327 tons.

Declaration 5th March, 1793, by Captain Thomas Givin. Gomer Williams states that on "the 3rd June, 1793, the *Gypsey* of Liverpool, Captain Tobin, in company with the *Lord Charlemont* of Liverpool, Captain Pinder, and the *Isabella* of Bristol, captured at Malimba the French ship *Emilie* with 241 slaves, and sent her to Grenada."¹

In June, 1796, it was reported that the *Isabella* and *William* of Liverpool, Captain Bent, had been "cut off at Angola by the slaves. Captain Givin being on shore trading was therefore saved, as were also the chief mate with five others of the crew, who jumped overboard and were picked up by a Liverpool trader."

¹ *Liverpool Privateers*, p. 307.

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JAMAICA. 458 tons. 14 guns. 30 men.

Owners : Messrs. Anderson and Harvey of Bristol ; acting assignees of James Rogers, bankrupt. Declaration 23rd November, 1793, by Captain William Sherry. This ship may have been the *Jamaica*, Captain John Clement, lost in a hurricane on 10th August, 1815, one of the fleet of 95 sail, which sailed from Negril Bay, Jamaica, on 10th July. The following is an extract from her log, printed in the *Bristol Gazette* of 7th September :—

“9th August. Noon. Wind South, strong gale and hazy weather, with heavy sea, shipping great quantities of water and labouring much.

“2 p.m. Complete hurricane, split only sail set viz : close reefed main topsail, decks full of water, ship labouring hard.

“Midnight. Hurricane continuing ; washed away boat from main deck, and quarter boats ; ship completely waterlogged and unmanageable ; heavy sea struck her and stove in one cabin and one quarter deadlight.

“Daylight. Weather more moderate, made signal of distress, 7 ft. water, and increasing, only one pump serviceable ; ship being on her side, threw guns overboard, 9 ft. water in hold.

“Meridian. Brig *Hartley* and ship *Friendship* within hail, informed them of our situation, when they offered to take crew on board. *Hartley's* boat, being the only one left, came alongside and took out passengers, ship sinking fast, being still on her side, water up to the combings of the hatches. At 6 left ship to go on board *Friendship*, left remainder of crew to go on board *Hartley* on the boat's return ; in a few minutes the boat was hailed, and before she could come alongside, ship sunk, with Capt. Burkett, of the *Hartley* and 3 of the *Jamaica's* crew on board, who were drowned. Went on board of *Friendship* with 11 of crew ; mate and remainder on board the *Hartley*.

“11th August. Next morning fell in with the Commodore dismasted.”

On the morning of the 10th only 35 sail were in sight. The *Jane* of Bristol, Captain Andrews, in the same fleet, was also lost.

BRISTOL PRIVATEERS AND SHIPS OF WAR

JONAH. Letter of marque.

A West Indian trader in 1793 of 240 tons, mounting 12 twelve and nine-pounders. Thomas Goodall, commander.

LANGRISHE. 266 tons.

Owner : Patrick Fitzhenry ; declaration 5th March, 1793, by Captain John Fitzhenry. In May it was reported that the *Langrishe* had taken the French ship *Double Union*, from Martinique to Marseilles, with a cargo of sugar, coffee and cocoa, and sent her into Gibraltar. The prize arrived in Kingroad on 8th June and was sold the following month. The *Langrishe* was wrecked at Montego Bay, Jamaica, on 21st October, 1793.

LIBERTY.

In August, 1793, it was reported that "the *Liberty* letter of marque, of this port, had taken and carried into Beaumaris, two French ships from Guadeloupe to Nantes, deeply laden. Their cargoes are valued at £120,000."

MARY.

In October, 1812, she is advertised for Madeira and Antigua as "The remarkably fast sailing ship *Mary* (Letter of Marque), George Jenkins, Master. This vessel is exceedingly well armed and manned, and new coppered up to the bends. She will sail in the course of three weeks wind and weather permitting. For Freight etc. apply to the said master or to Henry Hooper."

In January, 1813, it was reported that the *Mary*, Captain Jenkins, and *Eliza*, Captain John Gibson, bound for Jamaica, had been blown out of Madeira and taken by the American privateer *Rolla* ; the mate and ten men of the *Mary* were put on board a Portuguese vessel and brought back to Madeira. In March it was reported that the *Eliza* had been retaken and carried into Bermuda.

MOHAWK.

This ship was advertised for sale by auction at the Exchange Coffee House on 24th November, 1796, and is described as follows :—

"The good ship *Mohawk*, with all her stores as she came from sea, 285 tons measurement ; length from stem to stern, 103 ft. 2 ins.,

FRENCH REVOLUTIONARY WARS, 1793-1815, AND WAR OF 1812

breadth, 25 ft. 10 ins., height between decks, 4 ft. 10 ins., copper fastened and copper sheathed with thick copper, having undergone a very thorough repair from the keel to her whales last year; is pierced for 20 guns on her main deck. This ship is well found and at a small expense may be fitted as a privateer, having great part of her guns on board. She is considered to be the fastest ship that swims and an excellent sea boat, her appearance and quarters are equal to any sloop of war."

In January, 1797, the *Mohawk* was fitted out as a privateer with an armament of 25 nine, six, and three-pounders, a crew of 100 men, and commanded by Captain James Baker, sailed for her cruising station off the Cape Verde Islands on 25th March. *Felix Farley's Bristol Journal* of 13th May states that "the *Mohawk*, privateer, of this port, was spoke to the 6th April, 35 leagues from Madeira in 31° 24' N., 16° 15' W. by a Venetian vessel bound to Lisbon, all well. By letters we learn that three days after she left Lundy she fell in with a large French corvette of 20 guns and full of men which she engaged for an hour and a half; the corvette, finding herself overmatched, got off by mere dint of sailing, after slightly wounding one man and damaging the *Mohawk's* sails and rigging." In August news was received that the *Mohawk* had arrived at St. Jago in the Cape Verde Islands with two Spanish brigs she had taken. On 30th October the *Mohawk* returned to Bristol from her cruise, which could not have been very profitable, as she was put up for sale the following month when lying in Teast's Floating Dock. In addition to her 20 main deck guns, she is now pierced for 8 on the quarter-deck, which was probably done when she fitted out.

In June, 1800, the *Mohawk*, Captain James Kempthorne, 20 guns, was advertised for Palermo and Naples, "to sail in ten days without convoy," the agents or owners being Hunter and Co.

PILGRIM. Letter of marque.

In March, 1798, it was reported that the *Pilgrim* of Bristol, Captain Fraser, had retaken the *African Queen* of Bristol, Captain Buckle, which had been taken on the west coast of Africa by a French squadron commanded by M. Renou. The *Queen* and *President*, both of Liverpool, were also retaken, and the men-of-war and privateers sunk the *Surprise*, one of the French squadron. The *African Queen*, 267 tons, belonged to

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Messrs. Thomas King and Co., and was sold in November, 1798. Her length on keel was 77 ft.; beam, 25 ft.; depth of hold, 10 ft. 2 in.; height between decks, 4 ft. 4 in. In June, 1798, it was reported that the *Vengeur*, prize to the *Pilgrim*, had been lost at Goree. This vessel was a privateer taken at the beginning of the year, after a sharp action.

The *Bristol Gazette* of 4th October, 1798, announces the death on 23rd August, "of the flux, on his passage from St. Vincent to this port, on board the ship *African Queen*; Captain James Fraser, late of the *Pilgrim* Guinea man, whose assiduous merits justly entitle him to the regret of his numerous friends, and whose memory must ever be revered by the Annuitants of that excellent institution the Captains' Society, to which he generously bequeathed the sum of 20 guineas." This society was founded about 1778.

PLANTER. Letter of marque.

In the American trade in 1798, mounting 18 carriage guns and 6 swivels. James King, master.

On 5th August, 1812, the *Planter*, Captain Forth, bound from Surinam to London, was taken by the American privateer *Atlas*, Captain David Maffitt, 13 nine-pounders and 104 men, after an action of an hour and twenty minutes, in which the *Planter* had 2 men killed and 3 wounded, and the *Atlas* 9 killed and 19 wounded.

Maclay has an account of this in his *History of American Privateers*. There were two British ships, the *Pursuit*, 450 tons, 16 guns and 35 men, and *Planter*, 280 tons, 12 twelve-pounders and 15 men. The latter may not have been the *Planter* of 1798, and she may not have had a letter of marque.

"At half past ten o'clock the *Atlas* bore away for both ships, and, showing American colours, prepared to close with them. Quarter of an hour later the smaller ship opened fire on the privateer and hoisted English colours, her example being followed a few minutes later by her consort. Captain Maffitt, however, reserved his fire, as he was anxious to come to close quarters immediately. At eleven o'clock, having placed his vessel between the two English ships, he opened with a broadside from each battery, followed up with volleys of musketry. The effect of the privateer's cannon fire at such close quarters was terrific and in an hour the smaller ship

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hauled her colours down. This enabled Captain Maffitt to devote his entire attention to the larger ship, which had been making a gallant fight and was keeping up a destructive fire. Scarcely had the *Atlas* turned from the smaller ship, however, when to the surprise of the Americans, the latter opened fire again, notwithstanding the fact that she had surrendered and her colours were down. Captain Maffitt reopened on this vessel and in a few minutes drove every man below decks.

"All this time a heavy fire had been kept up by the Americans from their opposite battery on the larger ship, and it was seen that she was suffering heavily. At twenty minutes past twelve her flag came down, upon which a prize crew was placed aboard her and her people disarmed. Both ships were 30 days out from Surinam for London, laden with coffee, cotton, cocoa and 600 hogsheads of sugar. In this action the *Atlas* was badly cut up in her rigging and spars. Every one of her shrouds on the port side was carried away, which with the loss of other standing rigging and the fore yard, placed her masts in a critical condition. Two of her crew had been killed and five were wounded."

The casualties of the *Atlas* do not agree with the newspaper report, and probably neither is correct.

SIR ALEXANDER BALL. Letter of marque.

This vessel was a regular Malta trader of 410 tons, mounting 14 eighteen-pounders and 2 long six-pounders, with a crew of 40 men, commanded by Captain John Skynner. She sailed from Bristol in July, 1812, for Malta, and on the passage took an American brig, bound from Smyrna to Philadelphia, which was sent into Gibraltar. The *Sir Alexander Ball* returned to Bristol in October, and her prize is the last recorded as having been taken by a Bristol private ship of war.

Felix Farley's Bristol Journal of 16th July, 1814, states that the *Sir Alexander Ball*, Captain Skynner, "on passage to Malta, was attacked in 39° 45' N., 10° 39' W., 80 miles from Lisbon, by the *General Armstrong*, American privateer, and after a severe action of twenty minutes was taken. The American was considerably heavier in metal and better manned. The *Sir Alexander Ball* had six wounded, of whom two are not expected to recover. The crew were taken to Lisbon and the prize

BRISTOL PRIVATEERS AND SHIPS OF WAR

sent to America. The latter was retaken on her passage across by H.M.S. *Niemen*, and arrived at Halifax on 20th July."

The *General Armstrong* was a brig, according to Laird Clowes,¹ mounting 1 twenty-four pounder and 8 long nine-pounders, and was a very destructive vessel to British trade. On 26th September, 1814, she was attacked when lying at anchor off Fayal by seven boats from H.M. ships *Plantagenet*, 74, *Rota*, 38, and *Carnation*, 18. This ended in a disastrous repulse for the British, who lost 34 killed and 86 wounded, while the privateer only lost 2 killed and 7 wounded. She was scuttled and burnt by her own crew, who escaped to the land.

The *Sir Alexander Ball* was named after one of Nelson's greatest friends, the captain of the *Alexander*, at the Battle of the Nile. Sir Alexander Ball was born in 1756 at Ebworth Park, near Painswick in Gloucestershire, and in later years made a great reputation by his reduction of Malta after a siege which lasted nearly two years. The French flag was lowered on 5th September, 1800, and in 1801 Ball was appointed Governor. Sir Alexander was a great friend of the poet Coleridge, who intended to write his life, and eulogizes him in his book, *The Friend*. Sir John Knox Laughton states that Ball by "his affectionate care of the Maltese was considered by many of the English settlers and place-seekers as impolitic and unjust, but he maintained throughout that we had won the island largely by the aid of the Maltese, and that we held it by their free-will as fellow-subjects and fellow-citizens. By the Maltese he was adored. When he appeared in public the passengers in the streets stood uncovered till he had passed; the clamours of the market place were hushed at his entrance and then exchanged for shouts of joy and welcome."² Ball died 20th October, 1809, and was buried under the walls of St. Elmo's Castle, close to the remains of Sir Ralph Abercromby, who, mortally wounded at the Battle of Alexandria, died at Malta on 28th March, 1801.

WANTON.

This vessel was a schooner of 84 tons, commanded by Captain Robert Amory. The *Wanton* sailed for Africa in July, 1803, and took the French ship *Victoire*, 160 tons, bound from St. Domingo to Bordeaux with a cargo of sugar and coffee. The prize was advertised for sale at

¹ *The Royal Navy*, vi. 155.

² *Dictionary of National Biography*. Ball was baptized in Painswick Church on 22nd July, 1756. (*Notes and Queries*, 1893, 8th Series, iii. 184.)



After Thomas S. Rowbotham.

AVON

Bristol Museum.

THE AVON, 260 TONS, 10 GUNS, ON THE STOCKS AT BLANNIN'S DOCK IN 1804.

Looking towards St. Mary Redcliffe Church from the sea banks.

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the Exchange Coffee House in December, and is described as "lying in the Floating Dock at Wapping, with all her standing and running rigging, cables, sails and other stores in good condition. She is a fast sailer and calculated for the African, Newfoundland or Mediterranean trades and being well found may be sent to sea at a small expense." Her length on deck was 80 ft. 6 in.; breadth, 23 ft. 3 in.; height between decks, 5 ft. 4 in.; depth in hold under the beams, 9 ft. The *Wanton*, "lately arrived from Africa," was also sold in March, 1804.

* * * * *

The following are a few "runners," which probably all carried a letter of marque:—

ACTIVE.

A "fast sailing running ship" of 10 guns, 25 men, Thomas Teed, master, bound to Demerara in February, 1807.

AVON. 260 tons registered measurement.

In 1812 this "fast sailing running ship" was a West Indiaman, mounting 10 carriage guns, commanded by Captain Benjamin Hutchings and owned by John Irving. She was for sale in August, 1813, and is described as "copper sheathed and fastened." In October, 1813, it was reported that the *Avon*, Captain Swain, in company with the *Betsey*, Captain Merewether, and *Colin*, Captain Lovell, had been captured by the American privateer *True Blooded Yankee*, Captain Thomas Oxenhead, but had afterwards been retaken by H.M.S. *Eurotas*, and carried into Plymouth. It is probable that this *Avon* is the ship shown in a drawing, copied from an oil painting by Thomas S. Rowbotham, reproduced in this book from Vol. XVII of the Braikenridge Collection in the Bristol Museum. A note by Mr. Braikenridge states that it was "copied from an oil painting in my possession made by him as long ago as 1803 or 1804. The drawing represents a view looking up the Avon from the Sea Banks; the vessel on the stocks about to be launched is the *Avon* privateer, then building at Blannin's Dock." A note indicates that the copy was made in 1812. The *Avon* was launched in 1804.

BRISTOL VOLUNTEER.

James Jaques, master. "Intended to sail with the ensuing convoy from Cork for Antigua, but not warranted with Convoy." Apply to Thomas King, October, 1812.

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CHARLOTTE.

This "fine ship," launched 15th August, 1810, from Hilhouse's Yard, Hotwell Road, was advertised the same month as follows: "For Kingston, Black River and Savannah la Mar, Jamaica. The new armed Running Ship *Charlotte*, 422 tons, admeasurement,¹ coppered. Richard Williams, Master. Apply Hilhouse, Sons and Co." In 1814 the *Charlotte* was owned by P. J. Miles and Co.; same master. In 1849 she belonged to Mr. Battersby of Liverpool.

COTTON.

Brig of 141 tons, mounting 4 six-pounders, William Jenkins, master. In 1811 she was "licensed to sail without convoy" for Malta.

ELIZA.

Brig of 105 tons, J. Blanpaed, master. A "running vessel" for Malta in 1809.

ELIZABETH.

Ship of 481 tons, built at Bristol in 1809, advertised for Nevis and St. Kitts in March; Richard Sherratt, master. She mounted 12 nine-pounders with "small arms and men answerable; without convoy." The *Elizabeth* was put up for sale in September, 1814, by Messrs. Robert Claxton and Sons, who gave her dimensions as follows: length on upper deck, 120 ft.; beam moulded, 30 ft. 6 in.; under the beam, 12 ft.; on the orlops, 4 ft.; on the gun deck, 6 ft. 9 in. "She has three tier of beams and two flush decks; scroll head and galleries, copper fastened and was coppered in 1812. She is a handsome and complete ship, well adapted for the East or West India trade."

FLORA. 402 tons. 10 guns.

In 1809 this ship was commanded by Captain Thomas Powell, and in 1811 is advertised as "ready to sail about the 1st October, to join the first convoy at Cork or run it with license." In September, 1814, the *Flora*, Captain Powell, and *Jane and Barbara*, Captain Butter, were attacked by a French privateer when on their way to join convoy at Cork; "but the enemy sheered off, after receiving a well directed broadside from the former ship." The *Jane and Barbara*, a ship of 389 tons, built at Bristol in 1813, belonged to Messrs. Salmon and Co. of Bristol in 1849.

¹ A ship's tonnage is measured in tons of 100 cubic feet.

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FREDERICK.

In January, 1811, the new ship *Frederick*, "armed and coppered, a running ship," Captain T. Gardner, was advertised for Madeira and St. Croix.

HARLEQUIN.

Brig, built at Bristol in 1809; 10 guns; "110 tons, will burthen 150 tons;" H. Davis, master; "running" to Martinique. In April, 1811, it is reported that the *Harlequin*, Captain Langford, Alicante to Bristol, had been lost; crew saved.

HECTOR.

Advertised in September, 1797, as follows: "For Kingston and Morant, Jamaica. Ship *Hector*. Thomas Harvey, Commander. Mounting 14 carriage guns, with men answerable. Will sail early in October, a running ship. Apply to Captain or John Maxse."

HOPE.

A vessel of 276 tons, commanded by Captain John Litson, running to Tobago in 1809. In March, 1810, it was reported that the *Hope*, Captain Litson, had been taken by two French frigates.

MARTHA BRAE.

An "armed running ship" of 457 tons, Captain Henry Bullock, advertised for Madeira and West Indies in 1810. Owned by P. J. Miles.

MARS.

A brig, Joseph Williams, master, advertised for Kingston in 1810, as "armed and has license to sail without convoy."

MARY. 250 tons. 12 carriage guns.

A "running ship" for Quebec, in March, 1809. Michael Brace, master. Foreign built. Agents or owners, Harvey and Co.

NAUTILUS.

A "running ship" to Jamaica in 1808.

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NELSON.

The *Bristol Mercury* records that on 24th February, 1807, "the largest vessel ever built at this port was launched at Hilhouse's Dock. She went off the stocks amid the cheers of an immense concourse of spectators, more numerous perhaps than was ever before assembled on any similar occasion here. She was named the *Nelson*, in honour of the immortal hero, whose valour was at once the safeguard of our Commerce and the terror of our Enemies." The owners were P. J. Miles & Co.

The following letter from Captain W. Thomas of the *Nelson* is in the *Bristol Mirror* of 24th April, 1813 :—

"The 26th January, hove up, and drove out of Carlisle Bay, the convoy not coming out until dark ; never saw the Commodore's light, which induced me to lie by until daylight, when I made sail and spoke the *George*, Captain Derbyshire, and agreed to keep company with him and the *Bostock*. When off Altavella, saw a suspicious brig, which hauled up for the *George*, we then hearing nine guns fired ; the fire then immediately ceased, which induced us to believe the brig had carried the *George* by boarding. Made all sail, 31st January, the N.E. end of Jamaica bearing West, distant 60 miles, fell in with the privateer *Saratoga* of New York, Captain W. C. Wooster, mounting 16 guns and 130 men, which took possession of the ship. The 6th February, he gave us the boat and we got on shore on the Grand Caymanas, 17 in number, where we hired a schooner and on the 14th arrived safe at Lucea."

The following letter was addressed to the passengers of the *Nelson* by Captain Wooster :—

"I sincerely lament, that the passengers on board the *Nelson*, should feel a moment's uneasiness ; the fortune of war has made them prisoners, and my first care shall be to render them as comfortable as possible. They shall enjoy the same privileges as when with their former commander."

The *Nelson* was outward bound, and the Jamaica newspaper states that "the most mortifying part of the narrative is that the *Nelson* was in sight of this island three days and had not the good fortune to fall in with any of our cruisers. She had on board a valuable cargo of merchandise, as well as plantation stores ; and her loss will be severely felt by a number of estates, whose annual supplies she had on board

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and which cannot be procured in this country." Another account states "that H.M.S. *Algerine* had been in chase of the privateer and her prize; but we understand that there are later accounts from Jamaica, which mention the return of the *Algerine* to port, after having sustained an action with an American privateer supposed to be the *Saratoga*, in which she had three men killed." Maclay in his *History of American Privateers*, quotes a contemporary reference to the *Nelson* as "a monstrous three decked vessel of 600 tons, with an immensely valuable cargo," taken into New Orleans, and erroneously states that she was captured by the *Decatur*.

ST. ELIZABETH.

A "running ship" of 12 carriage guns, Captain George Phillips, bound to Jamaica in 1812.

SUSSEX.

A "fast sailing, copper bottomed running ship," of 12 carriage guns, W. Henry Weldy, master. West Indiaman, 1811.

TERESA snow.

Built at Chepstow in 1802. In November, 1809, she was put up for sale as "coppered last year with 22 ozs. to the foot, mounting 10 carriage guns, 2 cohorns, 2 swivels, and small arms; sails fast and shifts without ballast, burthen per register, 205 tons, but will carry 300." She is soon afterwards advertised as "a running vessel" for Trinidad, George Sale, master; apply William Gibbons and Co. The *Teresa*, Captain Sale, was lost near St. Donat's Head in December, 1810; two drowned.

TRAVELLER. Brig of 84 tons, 6 carriage guns.

For Cadiz, "without convoy" in 1809.

WILLIAM MILES.

Launched by Hilhouse, Sons and Co. on 20th October, 1808; "one of the finest vessels ever built at this port." In September, 1809, this "well armed running ship" of 577 tons was advertised for Jamaica, "sailing in company with the armed ship *Nelson* of equal force." The

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activity of the press gang was responsible for a serious accident to the *William Miles*, Captain William Thorn, on 1st September, 1813, thus recorded in *Felix Farley's Bristol Journal*:—

“We cannot refrain from expressing our regret at the loss of this fine and valuable ship, after having successfully escaped the perils of the sea and of the enemy, and when she might be said to have been almost within sight of her owner's mansion (P. J. Miles, Esq., of Clifton). The accident which befell her, took place upon her entrance into the upper and smaller lock of Cumberland Basin on Wednesday afternoon. The *William Miles* and *Sarah*, both vessels of heavy burthen, had left Kingroad within two days of the lowest neap tide; they left the road with their full cargoes; and both arrived within a few minutes of each other at the entrance of the Basin. The *William Miles* pointed to the upper lock and had entered within two yards of her stern, when a press gang from the *Enchantress*, the receiving vessel in the river, made its appearance in the lock. The *William Miles* was immediately deserted; and having entered the lock when the tide was ebbing and being a burthensome ship with a remarkable convexity in her hold, upon the reflux of the tide she was suspended between the sides of the lock, the bottom of which forms the sides of a circle and from the weight of her cargo, she immediately bilged. The Dock Master, Mr. Davis, from all we can gather, stands perfectly acquitted of every neglect. Indeed his exertions to prevent the *Sarah* from sharing the same fate were highly meritorious; and to whom the blame may attach in this disastrous event, we presume not to judge or to point a hint: the foregoing is we believe a true statement of the facts.

“Her cargo of rum is we hear wholly saved and about 100 hogsheads of sugar and of course her sails, masts, rigging and stores; the loss is nevertheless immense. The press-gang was the one quartered in the city; Lieutenant Rowe of the *Enchantress*, having we understand given express directions that his men should on no account interrupt the crew of the *William Miles*.”

The newspaper further relates that on 22nd September, “by the scientific and judicious arrangement of Mr. J. M. Hilhouse, an attempt was made to raise the *William Miles* from the lock of Cumberland Basin,

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in which she was bilged, by means of an immense tank capable of displacing from six to eight hundred tons of water. The plan would we have no doubt succeeded in the first attempt, but the ship was so dreadfully crushed between the walls of the lock that her form was quite altered and some of her planks started off, which caused so much injury to the tank that it filled. We are happy to announce that all these difficulties were surmounted and that yesterday [the 24th] she was brought into dock."

The *Sarah*, 500 tons, belonged to the same owner, and was launched by Hilhouse on 24th March, 1810. The *Bristol Mirror* states that after her launch she was "going to Santa Cruz immediately as a letter of marque."

The *Bristol Journal* of 6th November, 1819, announces that the Society of Merchant Venturers had "presented to that excellent officer, Capt. Davis, Dock Master, a piece of plate, of the value of 50 guineas, for his valuable services to the Society, with the following inscription thereon :—

"Presented by the Master, Wardens and Commonalty of Merchant Venturers of the City of Bristol, to Mr. Thomas Davis, Dock Master, in testimony of their approbation of the able, zealous and gratuitous services rendered by him to the Society.

EDWARD BRICE, Master.

PETER MAZE and JOHN BARROW, Wardens."

LIST OF SHIPS WITH TONNAGE, GUNS, MEN, DATES OF LETTER OF MARQUE DECLARATIONS, COMMANDERS AND OWNERS NOT INCLUDED IN FOREGOING PAGES.

ALERT	223	12	30	10.7.1804.	William Lund.
3 masts.					Charles Anderson, Thomas Williams. British built.
ARIADNE	146	8		11.5.1793.	Thomas Phillips.
					New ship.
AURORA	213	14	25	21.7.1805.	Robert Matthews.
3 masts.					John McCullum. British built.
BRITISH TAR	230	16	30	9.11.1805.	James Gordon.
3 masts.					Preston Edgar, Philip Masey, John Farquharson, James Curtis, John Oldham, Thomas Wilmot. Foreign built.
DIANA	179	14	18	30.10.1807.	Thomas Thatcher.
				19.1.1808.	Thomas Manwaring.
					Rice Price, William Cross.

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DUKE OF RICHMOND .	441	16	30	12.6.1800.	Joshua Proctor. Thomas Bower, William Birch. British built.
3 masts.					
EASTLY . . .	202	7	11	19.9.1793.	Anthony Whitrow. John Noble, sole owner. In May, 1794, the <i>Eastly</i> , Dartmouth to Alicante, was reported taken and carried into Brest.
FAME . . .	289			16.4.1793.	James Moyes. In June, 1794, the <i>Fame</i> , Captain Moyes, was reported taken by the French, retaken by a Spanish frigate and carried into Cadiz.
FAME . . .	520	19	50	26.1.1804.	John Valentine Baker. Philip and P. J. Miles, William Holder, Benjamin Baugh, Samuel Birch, Richard Vaughan.
3 masts.					
JARRATT . . .	365			20.3.1793.	William Birch.
JOHN brigantine . .	150			14.5.1793.	William Newton.
LEVANT . . .	210			5.4.1793.	John Kimber.
LION . . .	286	14	50	5.3.1793.	Thomas Finman.
3 masts.				13.12.1796.	Thomas King. James Jones of Leigh, Somerset, sole owner. British built.
MARY . . .	50	8	24	14.3.1793.	William Harvey. James Jones.
2 masts.					
MATCHLESS cutter .	135				Luke Small Page. In October, 1813, the <i>Matchless</i> arrived at Gibraltar, having retaken the <i>Argo</i> , with a valuable cargo.
MERCURY . . .	255			3.5.1793.	William Hawkins. In July, 1793, reported taken by a French privateer, when bound for Nevis.
NANCY brig . . .	100			27.5.1793.	Nicholas Eames.
PERSEVERANCE ¹ . . .	334	14	45	6.5.1794.	Thomas Phillips. James Jones, sole owner. Plantation built.
Ship.					
SWIFT cutter . . .	84			25.4.1793.	Samuel Llewellyn.
TRUE BLUE . . .					— Paul. Sold early in 1804 after an unsuccessful cruise.
Schooner.					
WASP . . .	141	12	25	19.5.1794.	John Hudson. Thomas Jones, sole owner. American built.
3 masts.					

¹ For sale in January, 1796; 106 ft. 10 in. stem to stern; 28 ft. beam; 10 ft. 3 in. depth in hold; 5 ft. 6 in. height of 'tween decks. "This ship is copper sheathed, sails remarkably fast and is as complete an Africa ship as any in the kingdom."

PART III
MERCHANTMEN

CHAPTER XVI

THE RECAPTURE OF THE *JACOB* OF BRISTOL

“THE Relation of the *Jacob*, which was taken by the Turkish pirates of Argier; and within five days, four English youths did valiantly overcome 13 of the said Turks; and brought the ship to San Lucar in Spain.”¹

“Near the latter end of October 1621, a ship of Bristol, of 120 tons, was met and set upon by pirates of Argier, where after a long and sharp fight, in the mouth of the Straits of Gibraltar, the English ship oppressed with the multitude of enemies, was taken, their ordnance, cables, anchors, sails, ship and men pillaged, ransacked and at the mercy of insulting barbarians, who to make their work the surer, took all the Englishmen out of the ship, except four youths, whose names were John Cooke, William Ling, David Jones and Robert Tuckey, into which ship the Turks did put 13 of their own men to command the English, and to bring the ship as a prize to Argier; one of the pirates was appointed captain, a strong, able, stern and resolute fellow. These four poor youths thus fallen into the hands of merciless infidels, began to complot all the means they could for obtaining their freedom; first, they considered the lamentable and miserable estates they were like to be in, as to be debarred for ever from seeing their friends and country, to be chained, beaten, made slaves and to eat the bread of affliction in the galleys, all the remainder of their lives, to have their heads shaven, to feed on coarse diet, to have hard boards for beds, and which was worse of all, never to be partakers of the heavenly word and sacraments.

“Thus quite hopeless, and for anything they knew, for ever helpless, they sailed five days under the command of the pirates, when on the fifth night, God in his mercy showed them a means for their wished for escape, for in the night the wind began to rise, and in short space it blew so stiff that they were forced to strike both topsails; and at last it

¹ Purchas, vi. 146; also printed as a tract in 1622 by Nathaniel Butter, London. Argier is Algiers.

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increased to such a storm, that they must take in the mainsail, and being unable to do it themselves, John Cooke and William Ling did call to the Turks for help, whereupon the captain himself came to help them ; who standing by the ship's side, between the foresaid John and David Jones, lending his hand to hale in the sail, the said John and David suddenly took him by the breech and threw him overboard, but by fortune he fell into the bunt of the sail, where quickly catching hold of a rope, he, being a very strong man, had almost gotten into the ship again ; which John Cooke perceiving leaped to the pump and took off the handle and cast it to William Ling, bidding him knock him down, which he was not long in doing and lifting up the wooden weapon, gave him such a palt on the pate, as made his brains forsake possession of his head, with which his body fell into the sea.

“As objection may be made here why the Turk cried not to his fellows for help, or how these things could be done, but the rest of his company must either see or hear it ; to which I answer, that at sea a storm hath many times a louder voice than a man ; besides when mariners do hale or pull any thing, they make a noise, crying ‘Hale, men, hale’ which with the noise of the wind whizzing in the shrouds and cordage, would drown the voice of any man. Besides his companions were all busy, some at the mizen, some at the spritsail, some to trim the foresail, and the night exceeding dark, all these things concurring and chiefly God assisting, these brave lads began the business luckily.

“Nor must I forget Robert Tuckey, who was employed all this time in a place of main importance, for he stood at the helm, and in all weather guided the ship. Now after the captain was thus cashiered, John Cooke ran hastily up the half-deck to the master's cabin, near which were standing six or seven Turks, but he being nothing daunted, slipped roughly by them, and got out two short swords, one of which he gave to William Ling, saying ‘Courage, my fellows and countrymen, God strengthen and assist us ;’ with that, they laid about them so manfully, that they drove the Turks from place to place in the ship, and having coursed them from the poop to the forecastle, they there valiantly killed two of them and gave another a dangerous wound or two, who to escape the further fury of their swords, leaped suddenly overboard to seek his captain.

“Thus four of the 13 Turks being made sure of, they chased the other nine so close, that they to save themselves, being many of them

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wounded, ran between the ship's decks; whereupon the Englishmen fastened the decks to keep them under; the Turks not knowing how to be revenged, ran toward the helm and unshipped the whip-staff,¹ or as some call it, whip-stock, which is the staff that a mariner holds in his hand when he steers a ship, by which means the Englishmen were in distress, as the ship lay rolling unguided in the raging billows of the sea. At last, John Cooke and William Ling each got a musket, which they quickly charged and went down where the nine Turks were, offering to shoot them, at which they were much terrified; whereupon they quickly shipped the whip-stock again, giving the helm to Robert Tuckey, and stowed all the Turks under hatches, where they kept them close till the next morning, and then as they had occasion to use them, would call up two or three at a time, to hale and pull sheets, tacks, braces and bowlines, to hoist and strike sails, or any necessary employment. In all of which, the English made the Turks attend them and directing their course for San Lucar in Spain, in short time by God's aid, happily arrived at the said port, where they sold the nine Turks for galley slaves, for a good sum of money, and as I think, a great deal more than they were worth."

A ship called the *Jacob* of Bristol, which may have been the above, took part as a victualler in the Cadiz expedition of 1625. (See page 26.)

THE RECOVERY AND ROYAL JAMES

Latimer states that an order was received at Bristol in August, 1656, from the Council of State, with reference to "a frigate called the *Royal James* sent out by the 'enemy' which had attempted to capture the Bristol ship *Recovery*, but had not only been beaten off with great loss of life by the latter, but was taken herself and brought as a prize into Bristol with 27 prisoners. The captain and crew of the *Recovery* were granted the frigate as a reward for their valour and diet money at the rate of fourpence per head daily was ordered for the support of the vanquished prisoners."² Oppenheim states that the *Royal James* was a Stewart privateer taken in 1654, commanded by Captain Beach,

¹ The whip-staff was a vertical lever hinged to fore end of tiller on lower deck, so that the ship could be steered from an upper deck. Its introduction late in the fifteenth century necessitated the adoption of the indirect helm orders still used in British ships. Steering wheels came into vogue about 1708. (See article, "Steering Gear in the Old Navy," by L. G. Carr Laughton, *Naval Review*, 1928, xvi. 776; *Mariners' Mirror*, iii. 230, iv. 133.)

² *Annals*, p. 268.

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afterwards Rear-Admiral Sir Richard Beach, Kt., "who during the exile gave the state's ships much trouble."¹ She was a vessel of 250 tons net, 333 tons gross, and mounted 28 guns when added to the Navy as the *SORLINGS*, after the English corruption of the French name for the isles of Scilly, "les Sorlinges," near which she was taken.

CAPTAIN MANSFIELD'S FIGHT WITH THE TURKES AT SEA, *circa* 1670.²

Our goodly ship was loaded deep, with anchors three beneath her bow;
'Twas east-north-east we steer'd our course, and as near the wind as we could stow.
We had not sailed glasses three, nor yet ten leagues from our loading port,
Before we spyed ten Turkish men-of-war, and after us they did resort.

"O hail! O hail! you English dogs, O hail! and strike your sails quickly,
For you shall go with us this night, and ever after into slavery."
O then bespoke our captain bold, and a well bespoken man was he,
"If you must have my topsails down, come on board and strike them for me.

To the top, to the top, my merry boatswain, to the main topmast head so high,
And sling me here that main topmast yard, and see your business you supply.
To the top, to the top, my boatswain's mate, to the fore topmast head with speed
And sling me here that fore topsail yard, for we never had more need.

To the top, to the top, my little cabin boy, to the mizen topmast head so high,
And spread abroad St. George's flag, for under that we live or die."
O then bespoke our gunner bold, and a well bespoken man was he,
"Swab your guns, brave boys, while they're hot, for powder and ball you shall have
free."

"Keep aluff, keep aluff," says the master's mate, "keep aluff, whilst that you may.
We'll fight it out like English boys; it ne'er shall be said we run away."
So to it we went like lions bold, as enemies do when they meet;
We fought from twelve to sun rising, and spared but one sail of their fleet.

O three we burnt, and three we sunk, and the other three run away;
And one we brought to old England, to show them we had won the day.
All you that know our gallant ship, and want to know our captain's name,
It is Captain Mansfield of Bristol Town, and the *Marygold*, a ship of fame.

¹ *Naval Administration*, p. 334.

² *Naval Songs and Ballads*, 1907, edited by Sir Charles Firth, M.A. Nothing is known of the *Marygold* or Captain Mansfield.



THE KIRTLINGTON CUP.

The inscription on the cup is as follows :

“The Society of Mercht. Adventurers of the City of Bristol their Gift to
Capt. Saml. Pitts for Bravely Defending his Ship Kirtlington Galley the 7th of June 1628
against a Spanish Rover in his passage from Jamaica.”

(The wrong date has been engraved on the cup through a blunder, which cannot now be explained.)

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THE KIRTLINGTON GALLEY

On 8th June, 1728, the *Kirtlington* galley, Captain Samuel Pitts, 250 tons, 12 guns, 17 men, was attacked off Cape Florida by a Spanish "rover" of 6 guns, 6 swivels, and about 100 men. "The captain lay ready for her, and after above an hour's dispute within pistol shot," his men "were obliged to retire to their close quarters; then the sloop laid her on board the quarter, fir'd into her cabin windows, and about 50 men appeared on deck; the first that was killed was a French drummer, and the fellow that went to strike the jack-flag. In about an hour's time they dispatched all the rest but two, one of which shot thro' both thighs lay lurking behind the main mast, but had yet the resolution and spirit to snap a pistol at Capt. Pitts' chief mate, which mist fire; the other was an Irishman, who begged hard for quarter, but there was none allowed of. Hereupon the pirate sheered off, and the *Kirtlington* pursued her with three broadsides, loaden with double lead and chain shot, in hopes to sink her, but whether she sunk they could not be certain, but supposed they killed 60 or 70 men. Captain Pitts 'had only 4 or 5 wounded, and brought home the ship and cargo with honour and safety.'" ¹ The Merchant Venturers' Society presented him with a piece of plate weighing 266½ ounces, in recognition of his bravery. This was purchased by Bristol Corporation in 1821 for £141 18s. 6d., and is now with the civic plate at the Mansion House.

WAR OF AUSTRIAN SUCCESSION, 1739-1748

The *Oracle* of 23rd August, 1746, states that the *Jenny*, Captain Davidson, from Bristol had arrived at Gibraltar. She had been taken some time before by the French, but was retaken by a Bristol privateer. On her present voyage she was attacked in Gibraltar Straits by four small Spanish privateers, which were beaten off after a smart engagement.

In November, 1746, it was reported that the *True Briton*, Captain Whiting, of the West India Fleet, having refused to strike to a French man-of-war, the latter fired a broadside and sunk her directly. Peter Monville, a passenger and eminent Barbadoes merchant, besides the captain and eight others, were drowned before the French could get out their boats to save them.

¹ *Farley's Bristol Newspaper*, 20th July, 1728. The *Kirtlington* sailed from Jamaica 27th May; arrived Bristol 14th July.

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The *Indian King*, Captain Tillidge, from Carolina to Lisbon, was captured by an enemy ship, but was retaken by the men left on board, and arrived at Lisbon in May, 1747.

THE RECAPTURE OF THE *PHŒNIX*

The *Weekly Intelligencer* of 17th January, 1750, prints the following account of the recapture of the *Phœnix*, Captain James Carbry, when on a passage from Malaga to Bristol:—

“ On 22nd December last, he was met by an Algerine man of war of 30 guns and 300 men, the *Burlings* bearing E.S.E., 10 leagues, when the Algerines obliged him to hoist out his boat and send his mate on board to show his Mediterranean pass. On entering the Algerine ship they made his mate pull off his shoes, and approach the captain of the man of war on his knees with the same, who told him that the pass was a counterfeit one. Dismissing him and commanding Captain Carbry himself immediately on board, who accordingly went and was received in the same manner as the mate had been, and obliged to leave his shoes at the cabin door and deliver the pass on his knees as the mate had done, receiving for answer that his pass was a false one. He then compelled him to send for his mate and three men, and sending six of the Algerine crew on board the *Phœnix* seized her as a prize, ordered her to Algiers and immediately made sail for that port, detaining the mate and three men as above mentioned. On 24th December between five and six in the morning (two days after he was taken) Captain Carbry descried a vessel standing towards him, and soon came so near as to almost foul each other; to prevent which he was obliged to hail them to sheer off. This confusion and noise soon awaked and alarmed the six Moors, who observing the two ships so close together and Captain Carbry hailing, one of them ran up to the man at the helm, and with a large knife ran him in the back; on which Captain Carbry seeing his man wounded, instantly ran aft, and was met by another of the Algerines, who had a knife in one hand and an iron bolt in the other, with which he struck the captain several blows, and he also received some slight wounds by the knife, when he luckily ran a little forward and caught up the handle of a bucket, with which he knocked the Algerine down and threw him overboard. Captain Carbry then went to the assistance of one of his men, who was engaged

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with two more of the Algerines, one of whom he soon dispatched with the bar of the cook's kettle and bound the other hand and foot ; having the other three below, confined from being able to get on deck by two of his men placed as sentinels at the companion for that purpose, when the scuffle first began. On which they became masters again of their ship, and sailed as fast as possible after the vessel they had like to have been foul of ; who seeing their distress made the best sail they could to have got from them ; but on coming up with her they at last prevailed upon the captain to send his boat and part of his crew to Captain Carbry's assistance, by which they became masters of the Algerines, and put four of them in irons. Himself, the wounded man stabbed by the Moor, three other hands and a boy, made the best of their way to this port, where they arrived safe on Wednesday last (14th January).

"The ship they last met with as above, belonged to Boston, and was bound from Madeira to Cadiz ; and the four Algerines brought home in irons are now in confinement in this city, till proper orders are sent down from the Government in relation to this affair. Another vessel called the *St. George*, which sailed with Captain Carbry bound to this port, was taken the same or next day by some Algerine men of war, and has since been retaken by the *Mary* galley of London, but has not yet arrived."

Latimer states that Captain Carbry "was warmly praised for his bravery on arrival at Bristol."

SEVEN YEARS' WAR, 1756-1763.

The *Antigua Gazette* of 12th March, 1760, prints the following letter from Captain James Drew of the snow *Fox* to his owners :—¹

"I am sorry to write you the bad news of the *Fox* being taken by the *Capricieux*, privateer of Martinico, 14 guns, 6 and 4-pounders, and 105 men. We fell in with her in the early morning and as we were chased by her the day before, we were all ready to engage. About 6 o'clock it began, and we continued close fighting for two hours and a half, during which time she attempted to board us, but was prevented by a brisk fire of grape and partridge shot. Our people behaved exceeding well on the occasion ; we shot down all her sails took her several times between wind and water and did

¹ *Bristol Chronicle*, bound volume, p. 144.

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her so much damage that she sheered off. As she was an exceeding fine sailing vessel, after she had refitted she chased and came up with us again, and a second engagement ensued about 4 in the afternoon and continued with a very hot fire ; our shots taking her again between wind and water ; they called to us several times to strike though we did not regard them, thinking to beat them off. But the Frenchmen finding their vessel sinking, boarded us all at once and refused to give us quarter for a considerable time. We were in their custody 15 hours when the *Sturdy Beggar*, privateer of New York, retook us the next day and carried us into this port."

The *Sturdy Beggar*, Captain Robert Troup, soon afterwards ran ashore on a reef and became a total loss. "She was one of the best privateers in America, had been of great service to our trade and was commanded by a gentleman of known courage and merit."

On 31st July, 1760, the *Mary* galley of Bristol, Captain John Baker, 10 six and four-pounders, bound for Boston, was taken 100 leagues west of the Leeward Islands by the *Hirondelle*, polacca, of 18 nine-pounders, 19 swivels and 40 men, after a two hours' action, in which the Frenchman had 2 killed and 1 wounded. The prize was sent to Martinique, but the captain was retained on board, and later on was put on board a Portuguese vessel, which eventually arrived at Limerick.

On 26th November, 1760, the snow *Gordon*, Captain Ferdinando Bowd, 14 carriage guns and 22 men, bound from Philadelphia to Bristol, was attacked in 46 N. by a French privateer, "mounting 14 or 16 carriage guns, besides swivels, with a great many men ; the two vessels continued engaging for better than 4 glasses, after which the French ship was glad to sheer off, and put away as fast as possible, the snow gave chase, but being deeply laden, it proved to no purpose, having her sails and rigging tore all to pieces, tho' only one man was wounded, which is very surprising, the small shot flying about us as thick as hail. I cannot help remarking the courage and valour of our brave captain and all his men ; and had I not been eye witness, could not have believed it possible for us to cope with the enemy, they having seemingly at least three, I believe I may fairly say five, times the number of men we had. There were two or three vessels to windward of us, which we could not help imagining to be the Frenchman's prizes." The foregoing is from a passenger's letter printed in *Felix Farley's Bristol Journal* of 6th December.

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AMERICAN REVOLUTIONARY WAR, 1775-1783.

An account book of the snow *Africa* may be seen in Bristol Museum relating to voyages commencing in October, 1774, when commanded by Captain George Merrick, and in August, 1776, commanded by Captain Thomas Baker; William Rendall, chief mate. On the latter voyage, as reported in *Bonner and Middleton's Bristol Journal* of 26th October, 1776, the *Africa* was engaged by an American privateer off the coast of Portugal, and blew up. "Captain Baker fought the privateer for six hours, and they were so close together as to converse with each other. Baker declared he would not be taken whilst he had a man to fight; what is very extraordinary not one of the hands on board the privateer was either killed or wounded." Maclay mentions this affair, and says the Massachusetts privateer *Rover*, a sloop of 8 guns, Captain Forrester, "had an action with the merchant ship *Africa*, which was maintained with much obstinacy until a shot ignited the *Africa's* magazine, blowing the craft to pieces, only three of her complement of 26 men being saved." The *Africa* was owned by John Chilcott, John Anderson, L. Lucas and Philip Protheroe.

The *Marquis of Rockingham*, 240 tons, Thomas Cod, master, was sold in August, 1777. She mounted 8 four-pounders "fitted upon sliders in her cabin, steerage and forecabin, 10 swivels and has close quarters. The excellence of her being fitted out with her guns below and close quarters,¹ which was done at great expense, is apparent, from her beating off one privateer and the resistance she made to another, although her crew, boys included, did not exceed twenty."

The following is taken from *Sarah Farley's Bristol Journal* of 9th May, 1778:—

"Captain Connor, of the *Duke of Portland*, schooner, just arrived from Tortola, reports that on the 3rd of April, in 26° 26' N. 55° 40' W., he fell in with the *Two Brothers*, Captain McBride, an American privateer from Boston, who boarded him and demanded his papers, thinking to make him a prize; upon which Captain Connor invited McBride into his cabin, having given private orders to his people to secure the boat's crew, as he intended to seize the

¹ Or close fights. Manwaring's *Seaman's Dictionary*, 1623, states that "any bulkhead afore or abaft out of which they may use murderers or small shot, or generally any place wherein men may cover themselves, and yet use their arms, are called close fights." (*Life and Works of Sir Henry Manwaring*, 1922, ii. 147.)

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captain below, which they accordingly did ; it being in the dusk of the evening, Captain Connor desired McBride to exchange dress with him, his people doing the like with the boat's crew. They then boarded the privateer thus disguised, the people of which mistook them for their own captain and crew, and took possession of her, confining the hands on board. On the 15th, he fell in with the snow *Barbary Packet*, Captain William Dickman, of London, 14 guns and 8 swivels, who took his prize from him, but it is hoped that Captain Connor for his conduct on this occasion will have her returned, as it does not appear that Captain Dickman had a letter of marque. Captain Connor had but six swivels, two cutlasses and about two ounces of powder on board."

Maclay records that the Massachusetts privateer *Charming Sally*, 10 guns, Captain T. Dunn, "in company with other private armed craft, some time in 1782, attacked the formidable English ship *Blaze Castle*, 26 guns. An action of two hours duration followed, when the enemy surrendered, the loss to the Americans being 5 killed or wounded." *Bonner and Middleton's Bristol Journal* of 15th August, 1778, states that the "*Blaze Castle*, of this port, taken some time since by an American privateer, is retaken and carried into Boston." There is no reference to the *Blaze Castle* in the Bristol newspapers of 1782.

FRENCH REVOLUTIONARY WARS, 1793-1815

In August, 1793, it was reported that the "*Trusty* of this port, bound from Virginia to Barbadoes, had been very smartly engaged by a French privateer off the Capes of Virginia, but had beaten her off."

The *Bristol Mercury* of 30th September, 1793, prints the following letter from Captain Murphy, passenger in the *Charlotte*, Captain Yeatman, Bristol for Newfoundland, dated 25th September, at Falmouth :—

"On the 13th inst., in 50° N. 20° W., we fell in with the *Blonde*, French frigate of 32 guns and 350 men, who made a prize of us and took every soul out of the brig except Capt. Yeatman, his wife and another lady, Mr. Smith and myself, who were permitted to remain being passengers. The same day the frigate made sail from us, leaving five men and a lieutenant on board ; from which moment we began to plan retaking the brig, but the French seemed desperate fellows, and kept a strict look out after us ; however on the 24th

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we came to the determination of retaking her at the risk of our lives. Being in possession of an old sword, the Captain a small axe, and Mr. Smith, a stout stick, we took the deck against the six Frenchmen, and demanded the vessel of them, or their lives should answer the refusal, and after a parley of broken English and broken French, they surrendered themselves prisoners, and the Captain, myself and Mr. Smith, have brought the vessel safe into this port. We have sent the French crew to prison, but the lieutenant is still with us, almost inconsolable, and says he shall lose his head on his return to France."

Bonner and Middleton's Bristol Journal of 8th February, 1794, states that the *Ann*, bound from Newfoundland to Bristol, was taken off Cape Clear by the *Insurgente*, a French frigate of 40 guns. When in sight of the coast of France, the *Ann* was retaken from the prize-crew by the mate and three men left on board and carried into Vigo.

On 5th September, 1794, the ship *Esther*, Captain Devonish, in 50° N. 11° W., fell in with the French national vessel *Républicain*,¹ mounting 20 six-pounders, 18 swivels, and from 100 to 150 men. "The engagement commenced at 5 o'clock in the evening and continued till 9 that night; at 7 the next morning the engagement was renewed with redoubled vigour, and without intermission till half past 9 when the French vessel sheered off and made sail. The *Esther* had only 18 men and 3 boys on board, and must inevitably have been taken but for the spirited and judicious conduct of the captain, officers and men. During the action six of the *Esther's* guns were dismounted and rendered useless; her masts, yards, sails and rigging are much cut and disabled; we are happy to say that no life was lost on board the *Esther*, but only the second mate, Mr. Johns, wounded. The boys behaved with astonishing and unparelled resolution. During the engagement the female passengers on board heroically employed themselves in making cartridges for supplying the guns. We hear a subscription is opened for the men for their gallant behaviour." The second mate afterwards died.

On 24th September the *Esther* came up to the Quay, "when about 12 o'clock that night, not being properly moored, as the tide left her she fell on her beam ends, by which means as the tide made again, she filled, and thereby the whole of her cargo is damaged or lost, and it is feared

¹ *Républicain*, 18, taken 14.10.1795; added to Royal Navy. The French brig, prize to *Pomona*, mentioned on page 334, was the *Eveillé*, taken 15.10.1795. (Laird Clowes, iv. 554.)

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she will not be got up this spring, if at all. She is a fine new ship and her cargo consisted of 519 hogsheads of sugar, 100 bags of ginger, with a large quantity of cotton and other articles. It is highly distressing when we reflect, that after sustaining such an engagement as she did, that at the very place of her mooring she should be so unfortunate. The very great attention of the people assembled on the occasion, rendering all the assistance in their power, cannot be too much praised. The ship and cargo was worth at least £13,000."

On 9th October "the *Esther* was weighed up by means of empty casks lashed to her at low water and the assistance of the cranes and capsons erected for that purpose on shore; but in consequence of the quantity of mud and water in her, she would not right, and was therefore suffered to go down again till the following morning's tide, when she again floated on her side and was towed down to the Gravel Dock at Canons Marsh, to be cleaned, preparatory to going into dock to be refitted." The *Esther* sailed on her next voyage in November.

On 24th October, 1795, it was reported that the *Esther*, bound from Jamaica to London, had been taken by the French. "Captain Gardiner of the *Esther*, arrived in this city yesterday morning; after his ship was taken, he was put on board a French brig of war of 18 guns, which was taken off Bordeaux, by the *Pomona*, one of Sir John Borlase Warren's squadron." The *Esther* was owned by Messrs. Daniel. The foregoing is a composite account of her history from four different newspapers.

In February, 1796, it was reported that the *African Queen*, Captain Williams, bound from Africa to Jamaica, had been taken by a French privateer after an action of an hour and a half and carried into Aux Cayes. Unless this vessel was released or retaken, she must be a different ship from the *African Queen* which was recaptured by the *Pilgrim* in 1798.

The *Bristol Mercury* of 20th March, 1797, reports that "the *Diana*, Captain Fox, in company with four other vessels sailed from St. Thomas, the 2nd February, and on the 5th, in 22° N. 66° W. fell in with a French privateer of 16 4-pounders and 95 men. They boarded the *Diana*, and after a bloody fight on deck, the privateer was obliged to make off in a shattered state, having received a heavy fire from the other ships, leaving 13 of her people on board the *Diana* badly wounded and some dead on the deck. Three of the *Diana's* people were killed and 13 wounded. Much praise is due to the *Diana's* crew for their bravery."

Felix Farley's Bristol Journal of 8th July, 1797, reports that "on

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the 9th April, the ship *Recovery*, of this port, James Soutar, commander, mounting 6 three-pounders and 20 men, was captured off Cape Mensurado by Commodore Renou in *La Mutine*, of 14 six and nine-pounders and 120 men, after an action of three and a half hours; it is remarkable that Captain Soutar had beat off M. Renou in June, 1796, at Portendich; the *Recovery* was on the point of leaving the coast of Africa with a valuable cargo of ivory and dyewood."

On 19th December, 1797, the *Eliza*, Captain Bird, bound from Bristol to the West Indies, was blown up off Barbadoes, after a successful action with a French privateer, which had struck her colours. Only seven of the crew were saved, who were rescued by the privateer.

The *Prince of Wales*, Captain Kitson, 16 guns, 40 men, bound from Bristol to Africa, was taken by a privateer of 22 guns and 250 men, after an action of two and a half hours, in which the boatswain was killed and one seaman wounded. She was afterwards retaken by the *King Pepple* of Liverpool, Captain Phillips, and returned to Kingroad in October, 1798.

On 23rd February, 1800, the *Susanna*, Captain John Johnson, bound from London to Bristol, was attacked off Beer Head by a French cutter privateer mounting several swivels with about 50 men, but she was gallantly beaten off by the *Susanna's* crew, who had only five men and a boy, with two swivels and 10 muskets, after a running fight of three-quarters of an hour.

In April, 1801, the *Union Island*, Captain Dormer, after sailing from St. Vincent, was attacked by a Spanish privateer, which was beaten off, with a loss of 1 man killed and 1 wounded. The *Union Island* put into Tortola, and left that port for Bristol on 1st May, but had not resumed her voyage for very long when she was taken after a severe engagement by a French privateer, together with the *Sally*, also from St. Vincent. Both ships were sent to Porto Rico. In April, 1802, she is advertised for sale in London as "the well known and good ship *Union Island*, built at Bristol in 1794; 324 tons; copper fastened, sails well, and carries a remarkable large cargo for her tonnage. Apply to Messrs. William Gibbons & Co." In November, 1795, she was commanded by Captain William I. Pocock. "Half frigate built."

In May, 1804, it was reported that the *Catherine*, from Bristol to the West Indies, had been taken after a severe action with a French privateer and carried into Guadeloupe.

Felix Farley's Bristol Journal of 15th June, 1805, announces that

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“we are sorry to state the loss of the ship *Friends*, of this port, bound from St. Lucia, which was captured by a French vessel and carried into St. Martin after a very severe engagement, in which the captain of the *Friends* was killed.”

In May, 1810, it was reported that the *Valetti*, Captain Edward Motley, bound from Malta to Bristol, had been taken by the French privateer *Jean Bart*, after a three hours' action, in which Captain Motley and 4 men were wounded ; the privateer had 2 men killed and 7 wounded.

THE WAR OF 1812

At 7.30 a.m., 11th August, 1813, the U.S.S. *Argus*, 20 guns, Lieutenant William Allen, found herself off Lundy in a thick fog, in the midst of the Leeward Islands fleet of 11 ships belonging to and bound for Bristol. What followed is thus related in *Felix Farley's Bristol Journal* of 14th :—

“About 8 a.m. her operations seem to have commenced and from the accounts we have gathered, it is truly astonishing that more mischief has not ensued. At this hour the *Argus* first chased and captured the *Betsey*, Captain George Mereweather ; shortly after she fell in with the *John and Thomas* from Poole to Liverpool, also the *Eleanor*, Captain Williams, of Carnarvon, bound to the same place, all of which she captured. Her next attack was upon the *Mariner*, Captain Robert Gilbert, from St. Croix, having on board one of the owners and his son, who has most obligingly communicated several particulars to us. The *Mariner* and *John and Thomas* were burnt. Mr. Allen was three hours on board the *Mariner*, making his arrangements and giving orders. She had actually a Pill pilot on board. The *Eleanor* was given up and the crews of the captured vessels put on board her and she arrived yesterday morning at Pill. The Captain and Officers of the *Argus* behaved with the greatest politeness to the passengers on board the *Betsey* and *Mariner* and returned the whole of their baggage. The *Betsey* was sent towards France. At 9 p.m. the *Mariner* was still seen burning by her owner, so slowly had the fire proceeded, though there were several hundred puncheons of rum on board.”¹

The *Bristol Mirror* of the same date states that :—

“It would be injustice not to notice the excellent conduct of Captain Allen of the *Argus*. He allowed the passengers and crews

¹ The *Mariner* was owned by Messrs. Fisher and the *Betsey* by Messrs. Baillie.

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of the *Betsey* and *Mariner* to remove every article of their private property ; and in order that they might have full liberty to do so, he would not suffer one of his officers or crew to be present below whilst they were employed in packing up their effects. Captain Gilbert of the *Mariner* had left some articles of cabin furniture behind, which Captain Allen actually sent after him in his boat and had them put on board the brig. A great coat, belonging to an officer of one of the captured ships was missing, and on search being made, it was found in possession of one of the crew of the *Argus*. Captain Allen immediately ordered the man to be tied up and he actually received a severe flogging for the offence. Considerable sums in specie were saved by the passengers, as Captain Allen would not allow his men to touch a single article of the luggage. We are sorry to hear that two men belonging to the *Betsey* entered on board the *Argus*. Captain Allen's crew are a motley collection, blacks and whites. The *Douchfour*, Captain Baillie, had a narrow escape from being captured. She was the first ship chased by the *Argus*. Captain Baillie, finding he had no chance of attempting to run away, hoisted a man-of-war's ensign and stood towards the *Argus*. This had the desired effect, as the enemy soon bore away for the other ships."

The *Douchfour*, 300 tons, was launched by Mr. Teast on 24th March, 1810, "the first since the completion of the Floating Harbour." She was named after Douchfour near Inverness, the birthplace of her owner, Peter Baillie. The *Betsey* was retaken not long afterwards by H.M.S. *Leonidas*, and carried into Plymouth.

The depredations of the *Argus* came to an end on 14th August, when she was taken by H.M.S. *Pelican*, Commander John Fordyce Maples. Captain Allen was mortally wounded, and died at Plymouth on the 18th. The following account of his funeral is from *Bristol Gazette* of 26th August :

On the 21st "the remains of Capt. Allen, late of the American sloop of war *Argus*, were interred at the Old Church, Plymouth, with the most distinguished honours. The deceased was dreadfully wounded in his leg and thigh by one of the raking fires of the *Pelican*, which at the same time, carried away the leg of a midshipman, wounded the first lieutenant in the head, and killed several of the crew. Capt. Allen suffered amputation after the *Argus* arrived at Plymouth and received the most humane and polite attentions ; but

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little hopes were entertained of his recovery from the dangerous state of his wound. He appeared himself to be aware of his dissolution, spoke little, and appeared perfectly resigned. On Wednesday last he was taken out of the *Argus* and carried to the hospital at Mill Prison. On leaving the *Argus* the dying hero looked up for a moment and exclaimed, 'God bless you all, my lads; we shall never meet again!' His auditors were so deeply affected, that not a man of them could articulate 'Farewell.' Soon after he reached the hospital he expired. At 12 o'clock on Saturday, the funeral procession moved from the Mill Prison, affording a scene singularly impressive to the prisoners, who beheld with admiration the respects paid by a gallant conquering enemy to the fallen hero. Five hundred British Marines first marched, in slow time, with arms reversed; the band of the Plymouth Division of Marines followed, performing the most solemn tunes. An officer of Marines, in military mourning, came after these. Two interesting black boys, the servants of the deceased, then preceded the hearse, one of these bore his master's sword, the other carried his hat. Eight American officers followed the hearse, and the procession was closed by a number of British naval officers. On the arrival of the body at the Old Church, it was met by the officiating minister; and three volleys over the grave, the tribute to departed heroism, closed the scene. Capt. Allen was first lieutenant of the *United States* in her action with the *Macedonian*, and was made captain for his bravery in that action. Capt. Decatur was much attached to the deceased, and made him a present of two brass guns from the *Macedonian*, which are now on board the *Argus*. He was highly esteemed in his profession and was an officer of the most determined courage."

In October, 1813, the *Betsey* was again taken by the Americans, this time by the privateer *True Blooded Yankee*, Captain Thomas Oxenhead, together with the *Colin*, Captain Lovell, and the *Avon*, Captain Swain. "In taking the *Betsey*, the privateer at first conceived her to be a letter of marque, and prepared for action accordingly; but on discovering his mistake he ordered a party of French marines placed in his round tops not to fire, which they and some of the men at the guns misapprehending for the contrary order, a partial broadside and volley was poured into the *Betsey*, which gave Captain Mereweather a flesh



Photo by Stevens, Bristol.

S.S. NEW YORK CITY.

Camouflaged and armed for defence against submarines.

This ship was built at the Albion Dockyard, Bristol, in 1918, by her owners, Messrs. Charles Hill & Sons, for the Bristol City Line.

2,757 tons gross ; 1,622 tons net ; 4,500 tons deadweight ; length, 311 feet ;
beam, 42 feet 8 inches ; depth, 26 feet. Speed, 11 knots.



Photo by Stevens, Bristol.

S.S. CHICAGO CITY.

Showing hole made by torpedo fired from a German submarine on 23rd May, 1917,
off the south coast of Ireland.

The CHICAGO CITY was towed into Queenstown stern first, partly discharged, and a temporary bulkhead fitted. She then proceeded to Bristol, and was repaired by Messrs. Charles Hill & Sons. The bow was cut off, a new bow was built on, and the vessel was ready for sea within seven weeks.

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wound and killed Mr. Chadock, his second mate. Captain Oxenhead made every atonement that humanity could suggest towards the prisoners, generally giving them up all private property and directing every care to be taken of Captain Mereweather, when she should arrive at Havrouac, the port the privateer left."

The *Betsey* was lucky in being retaken a second time and carried into Plymouth. The *Colin* and *Avon* also arrived at the same port, the latter being retaken by H.M.S. *Eurotas*.

THE WAR OF 1914-1919.

The following steamships belonged to the Bristol City Line, founded (1879) and owned by Messrs. Charles Hill and Sons :—

NEW YORK CITY. 2,970 tons. Unarmed.

Built at Stockton in 1907 by Messrs. Richardson, Duck and Co. On 19th August, 1915, the *New York City*, Captain H. W. Barclay, was captured by a German submarine and sunk by gun fire, 44 miles S.S.E. from Fastnet.

BRISTOL CITY. 2,711 tons. Armed.

Built at Bristol in 1899 by Messrs. Charles Hill and Sons. On 19th April, 1917, the *Bristol City*, Captain W. Newton, was attacked by submarine off the south-west coast of Ireland; torpedo missed. On 16th December, 1917, the *Bristol City* was sunk in the Atlantic, probably without warning; all hands 30 in number, lost.

CHICAGO CITY. 2,324 tons. Armed.

Built at Sunderland in 1892 by Messrs. J. Blumer and Co. On 23rd May, 1917, the *Chicago City*, Captain M. C. Crinks, was torpedoed off the south coast of Ireland; towed in and beached, two lives lost. This ship was sold in 1929 for breaking up.

KANSAS CITY. 2,345 tons. Armed.

Built at Sunderland in 1893 by Messrs. J. Blumer and Co. The *Kansas City*, Captain S. J. Phillips, sailed from New York on 30th August, 1917, in convoy. Heavy weather sprang up, and the convoy was scattered on 5th September, the *Kansas City* not being heard of again; all hands, 30 in number, lost.

BOSTON CITY. 2,711 tons. Armed.

Built at Bristol in 1917 by Messrs. Charles Hill and Sons. The

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Boston City, Captain J. J. Carey, was attacked by submarine on 11th October, 1917, off the north coast of Ireland; torpedo missed. On 2nd January, 1918, the *Boston City*, Captain M. E. Crinks, was sunk without warning, 11 miles W. $\frac{1}{2}$ N. from St. Ann's Head; all saved.

Total casualties: 62 lives lost.

The following steamships belonged to the Bristol Steam Navigation Company. This company was originally founded on 23rd August, 1836, with a capital of £200,000, under the name of the Bristol General Steam Navigation Company. It was voluntarily wound up in 1887, and on 25th August of that year re-constituted under its present title. In the Russian War of 1854-56 the iron screw steamship *Calypso*, 536 tons, was hired by the French Government in October, 1855, and served for six months as a troopship. This vessel was built at Dumbarton in 1855, and sold to foreigners in June, 1863. In 1914 the *Clio*, 817 tons, built at Kinghorn in 1873, by J. Key, was purchased by the Admiralty, filled with sand and cement, and sunk as a blockship in one of the entrances to Scapa Flow. The *Sappho*, 1,275 tons, built at Leith in 1900 by Messrs. Ramage and Ferguson, was interned at Hamburg throughout the war.

ARGO (*ex* MOORHEN). 1,720 tons. Unarmed.

Built at West Hartlepool in 1882 by Messrs. W. Gray and Co. On 8th February, 1916, the *Argo*, Captain W. A. Carey, was sunk by a mine, $4\frac{1}{2}$ miles N.W. from Boulogne Pier; one man lost.

PLUTO. 1,266 tons. Unarmed.

Built at Glasgow in 1897 by Messrs. J. and A. Inglis. On 10th April, 1917, the *Pluto*, Captain J. L. Evans, was sunk without warning by a submarine, 32 miles S.E. by E. from Lowestoft; all hands saved.

JUNO (*ex* NIGEL). 1,384 tons. Unarmed.

Built at Greenock in 1882 by Messrs. R. Steele and Co. On 2nd May, 1917, the *Juno*, Captain C. J. Southcliffe, was sunk without warning by a submarine, 17 miles E. by S. from Cape Barfleur; one man lost.

HERO. 1,812 tons. Armed.

Built at Campbeltown in 1903 by the Campbeltown Shipbuilding Company. On 7th July, 1917, the *Hero*, Captain Skellern, was chased by a submarine off the west coast of Ireland; saved by gun.

Total casualties: two lives lost.¹

¹ Compiled from *Merchant Shipping (Losses)*, 1919, H.M. Stationery Office, and from information supplied by owners.

APPENDICES

APPENDIX A

BOUNTY SHIPS

IN recognition of the military importance of merchantmen for fighting and trooping, it was customary to encourage their owners by the payment of a bounty. The first recorded instance is in 1449, when Henry VI granted certain privileges to John Taverner, of Hull, for building the *Grace Dieu*. Henry VII first made the payment of bounties a regular practice, and the bounty afterwards became standardized at five shillings per ton for vessels of 100 tons and upwards. Bonds were usually required that ships on which the bounty was paid should not be sold to foreigners. The system lasted until the reign of Charles I. The following are some Bristol references, the first two being the earliest recorded after that of 1449.¹

The following warrant is printed for the first time from the Exchequer Warrants for Issues (E. 404/80), 4 Henry VII. (1488):—

(Abstract)

Henry, by the grace of God, King of England &c. to the Treasurer and Chamberlain of our Exchequer, greeting. Whereas our "Welbeloved Nicholas Browne of Bristoll merchant hath to his grete costes and charges made a newe ship called the *Michall Browne* of bristoll of the portage of cxi tonne to our grete pleasure and also to doo us service when the case in that behalve shal require. We willing the comfort of al merchanntes in accouraging of thim willing to make any ship or shippes and also towards the supportacion of the costes and charges of the said Nicholas of our grace especial have yeven unto the said Nicholas xxvj^{li} xiijs^s iiij^d to be had and perceyved to him by way of Rewarde of our customes and subsidies comyng of merchandises shipped or to be shipped in the said ship in the furst voyage of the same." Wherefore we will . . . "that you strike out a taille" at our Receipt of our said Exchequer in manner following . . . "Yeven under our pryve Seel at our Palace of Westminster the xxix^{ti} day of November. The fourth yeere of our Reigne.

The foregoing bounty of £26 13s. 4d. amounts to nearly 3/10 per ton.

16.5.1491. Warrant similar to foregoing allowing five shillings a ton on the customs to Henry Bingham, John (torn) arfield, and Nicholas Brome, who had built a ship called the *Nicholas Toure* of the "portage of iiijc [400] tonne belonging to our havon of Bristowe." "We calling to our remembrance the great cost and charge they have sustained about the same . . . to encourage them and such others." Brome would not appear to be "Browne."

¹ Oppenheim, *Maritime Administration*, p. 38.

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7.1.1502. Warrant allowing £20 (3/4 per ton) to Robert and William Thorne and Hugh Elyot of Bristol, who had bought "a ship called the *Verdure* of Depe and now named by them the *Gabriel* of Bristowe," of 120 tons; "with the same ship the said merchauntes offre to doo unto us service at alle tymes at our commaundement." This warrant is printed in full for the first time by Dr. J. A. Williamson in *The Voyages of the Cabots*, 1929, p. 54. Reference is to Robert Thorne the elder, died 1519.¹

17.7.1522. Warrant allowing 5/- per ton on the *Antony* of Bristol, 400 tons, because she was a good ship for trading and "to doo unto us service in warre." The wording of the warrant implies that the *Antony* may have been purchased from a foreigner.

7.2.1544. Warrant allowing 5/- per ton on the *Mary James* of Bristol, 160 tons; "to corage othre our subgetts to like making of shippes."²

4.2.1572. Dominick Chester of Bristol, merchant, requires allowance for ship he has lately built called the *Dominick*, 200 tons. Bound to the Queen in £50 not to sell to any foreigner.

"The *Dominick* was cast away July 24th, 1581, about Portshutt Point and 27 men cast away in her. Much spices and oils were in her."³

9.5.1572. Richard Strowbridge of Bristol, merchant, requires allowance for ship he has lately built called the *Trinity*, 200 tons. He must not sell or alienate the same ship. John Hawkins, Esq., of London, acknowledges he owes the Queen £40.

30.6.1574. Philip Langley, Michael Pepwall, John Burnes, Thomas Warryn, Nicholas Blake, Thomas Roberts, Thomas Pyttes and Bartholomew Cooke, burgesses of Bristol, require allowance for ship they have built called the *Golden Lion*, 600 tons. Langley and Pepwall bound to the Queen in £500 not to sell to any foreigner.

The *Golden Lion* was probably the largest English merchantman of the time, and her end is given in Adams' *Chronicle of Bristol*, p. 116:—

"A gallant ship called the *Golden Lion* of 540 tons, well appointed from Andalusia, but not all laden, came into Hungroad in 1578, and not being well moored for want of anchors and such like, she broke loose and drove upon the rocks in Hungroad, the stern hanging upon the rocks; and when the tide left her she was overthrown and sunk into the river and also a new hulk that was moored by her of 400 tons. She had in her 200 tons of salt and 60 tons of sack; of which the salt was for the most part lost. There was great danger that the river would utterly have been stopped, if great care and diligence had not been presently provided by the mayor and commonalty, who gave great enterprizes with ships, casks, lighters and great engines on Shirehampton side, with great expenses and many men's help; but the rain that fell in March every day more or less much hindered their labour. They once moved her a good height, but the engines and a great cable

¹ Will proved, July, 1519. (W. A. Sampson, *History of Bristol Grammar School*, 1912, p. 46.)

² Oppenheim, pp. 88, 89.

³ Seyer, ii. 249.

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brake; after which time they could not move her again, but at low water tore up all they could come at. Some part of her was seen long after at a low ebb on Shirehampton side; but I hear of no great hurt taken against her since."

1574? Thomas Williams of Bristol, merchant, to have allowance for ship he has built called the *Peter*, 160 tons. Bound to the Queen in £50 not to sell to any foreigner.

In 1576 "a ship of Bristol named the *Peter*, being of 220 tons, laden with oils, secks (sack) and other merchandises was lost and cast away within 12 miles of the city and of all the men, but four were saved; the ship of Thomas Williams, merchant, and most part of the goods lost and taken away."¹

26.3.1579. John Hopkins, merchant; William Yate, soapmaker; Richard Young, Thomas Simons and Giles Bitfield of Bristol require allowance for ship they have lately built new from the stocks called the *Toby*, 300 tons. Hopkins and Yate bound to the Queen in £200 not to alienate same ship. £75 paid in 1581.

29.6.1581. *Minion*, see page 50. Bounty paid in 1583.²

The *State Papers*, Vol. 250, No. 33, contain a list of 46 ships "with their several burdens builded in the several ports of the realm since the 23rd of her Majesty's reign with the allowance yielded by her Majesty towards the same." This includes *Toby* and *Minion*, before mentioned, and the following five Bristol ships, with bounty paid on each, and year of payment:—³

UNICORN . . .	140 tons . . .	£35 . . .	1590
PLEASURE . . .	240 „ . . .	£60 . . .	„
GIFT OF GOD . . .	200 „ . . .	£50 . . .	1592
JOSEPH . . .	180 „ . . .	£45 . . .	„
UNICORN . . .	250 „ . . .	£62 ios. . .	„

2.1594. Note of four privy seals issued between November, 1591, and January, 1592, granting to John Vassall, Thomas Barnes and Bartholomew Matthewson, towards the charges of building the *Mayflower* and *Dainty* of London, and *Gift of God* and *Joseph* of Bristol. "Not to sell to any stranger out of the realm;" 5/-per ton.

1.7.1594. Warrant to strike a tally upon the Customer of the port of Bristol for Thomas Aldworth's new ship *Gabriel*, 150 tons.⁴

27.1.1599. Humphrey Pike and Richard Dove, mariners, and John Hopkins, merchant, were rewarded with 838 crowns of 5/- each (£209/10), for building the *Mary Fortune* of Bristol, 150 tons; *Edward Bonaventure* of London, 180 tons; *Anne* of London, 168 tons; and *Globe* of Leigh, Essex, 340 tons, "to be paid from custom on goods conveyed by the said ships."⁵

¹ *Ricari's Calendar*, 1872 edition, p. 59.

² Last six from bundles of Bonds, Nos. 1, 2 and 3 in Public Record Office.

³ *Cal. S.P., Dom.* (1591-94), 563.

⁴ *Cal. S.P., Dom.* (1591-94), 449, 524.

⁵ *Cal. S.P., Dom.* (1598-1601), 154.

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APPENDIX B

GUNNERS' STORES OF THREE BRISTOL SHIPS, 1497.¹

THE HENRY OF BRYSTOLL.

Bowes	CXXX.
Strynges	ij grosse di.
Arowes	cclx sheffes.
Bylles	xx.
	iiij.
Speres	xx.
	iiijx.
Gonne Poudre	ij banelles di.
Dyce of yron	cc lb.
lede	cccc weight.
Tampyones	Mcc shotte.

Wherof Sir Robert Poynes Knyght capteyn of the seid Ship is to Answer.

THE MARYE BYRDE OF BRYSTOLL.

Bowes	lxx.
Strynges	A grosse.
Arrowes	cxl sheffes.
Billys	xxxv.
Speres	xxxv.
Gonne Poudre	ij banelles.
Dyce of yron	c lb.
Lede	cc weight.
Tampyones	D shotte.

Wherof Mores Barkley gent capteyn of the seyde Ship is to Answer.

THE MARYE TOWRE OF BRYSTOLL.

Bowes	lxx.
Strynges	A grosse.
Arowes	cxl sheffes.
Bylles	xxxv.
Speres	xxxv.
Gonne Poudre	ij banelles.
Lede	cc weight.
Tampyones	D shotte.

Wherof John Whyttynton Capteyn of the seid ship is to Answer.

¹ Printed by permission of the Navy Records Society from *Naval Accounts and Inventories of the Reign of Henry VII*, 1485-8 and 1495-7, by M. Oppenheim, 1896, pp. 341, 342.

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APPENDIX C

LETTERS OF REPRISAL TO ROBERT KITCHIN OF BRISTOL AGAINST SPAIN, 1585.¹

CHARLES LORD HOWARD, etc., To all Christian people to whom these presents shall come or otherwise appertain, Greeting in our Lord God everlasting.

Whereas our sovereign Lady, Elizabeth, by the grace of God Queen of England etc., being credibly advertised that the King of Spayne hath of late made stay of the ships, goods and debts, of her loving subjects within the realms of Spayne and Portingall, and other places of his dominions, and hath caused them, there being for the trade of merchandise, to be retained, contrary to all order of law and justice ; upon the humble and pitiful suit of her said subjects, the merchants, owners and others interested in the goods and persons so stayed, made to her Majesty for letters of reprisal to be granted to them ; And that they, not having any other means by order of justice to be yielded to them, might be licensed to stay, apprehend and take the goods of subjects of the King of Spayne, wheresoever upon the seas, to answer and satisfy the losses and damages by them sustained by reason of their ships and goods so taken and detained, Hath by her letters patents, bearing date the 9th of July last past, under her Majesty's great seal, willed and authorised me, as her Majesty's Admiral, to grant commissions for apprehending and taking of the goods of the subjects of the King of Spayne to such her loving subjects so damnified, and in such manner and form, and according to such articles and orders, as by the Lords and other of her Majesty's Privy Council, or by any six of them, should be agreed upon and set down in writing under their hands.

And whereas ten of the Lords and others of her Majesty's Privy Council have agreed upon certain articles and orders in that behalf, and have set down the same in writing under their hands and have delivered the same to me for my direction herein, which articles and orders be and remain with me of record ;

And whereas, further, one Robert Kitchin, of Bristowe, merchant, hath made proof before me that certain of his goods, moneys, and merchandises were of late stayed, arrested, and detained, in the parts of Spayne by the King's order and authority there, and that the loss and damage unto him by reason of the said stay and seizure arising doth amount to the sum of 6,500 l. ; Where upon the said Robert Kitchin hath ready equipped, furnished and victualled to the seas, one ship called the *Gift of God* of Bristowe, of the burthen of 150 tons, under the conducture and guiding of John Satchfield,² captain, and Christopher Birkett, master, of the same, and 80 mariners and men of war, being victualled for four months and furnished with 24 cast pieces and fowlers of iron ; And hath likewise entered into bond in the court of the Admiralty that neither the said ship, nor any the company thereof,

¹ Marsden, *Law and Custom of the Sea* (N.R.S.), i. 237 ; English modernized.

² Satchefeilde.

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shall attempt any thing against any of her Majesty's loving subjects, or the subjects of any other prince or potentate being in league and amity with her Majesty, but only against the subjects of the King of Spayne; and also that they shall bring such ships and goods as they shall so happen to take and apprehend of the subjects of the King of Spayne to some ports of this her Majesty's realm of England; and not to break bulk before the Vice Admiral of the same port be made acquainted therewith or his deputy, and other public officers of the same port, and a true inventory taken thereof, and an appraisement made of the same goods by six honest men, inhabitants of the said port; and that the same inventory and appraisement shall be returned into her Majesty's high court of the Admiralty aforesaid within six weeks next after ensuing;

Know ye, therefore, that I, the said Lord Charles Howard, Lord Admiral aforesaid, by virtue of her Majesty's said letters patent to me directed, do license and authorise the said Robert Kitchin to send unto the seas the said ship called the *Gift of God*, so as is above said furnished and muned, and therewith to set upon by force of arms and to take and apprehend any of the ships or goods of the subjects of the King of Spayne in as ample manner as if it were in time of war between her Majesty and the said King of Spayne, and the same ships and goods so taken and brought into some port of this realm, and an inventory thereof taken, and appraisement made, in manner and form aforesaid, then the same ships, goods and merchandises to keep and retain in his or their possession, and to make sale and dispose thereof in open market, or howsoever else, to their best benefit, in as ample manner as at any time heretofore hath been accustomed by way of reprisal, and to have and enjoy the same as lawful prizes, and their own proper goods, so that neither the said Kitchin, his captain, master or any other that shall in his own person serve in the ship aforesaid, or otherwise bear charge in the adventure, or in any other sort further or set forward the said enterprise in manner aforesaid, shall not be reputed or challenged for any offender against her Majesty's laws; And that also it shall be lawful for any manner of persons to buy the said ships, goods and merchandise so as is aforesaid, taken, appraised and inventoried, without any danger, loss, hindrance, trouble, molestation or incumbrance, whatsoever, in as ample and beneficial manner as if the said ships, goods and merchandise, had been come by through the lawful traffic and trade of merchants, or as just prizes in the time of war.

Provided always that the said ships, goods and merchandise so taken as before mentioned, after an inventory and appraisement made of them in manner and form above said, shall be equally divided into three parts, whereof one part to go to the merchants and owners of the ship aforesaid, another part to the victuallers and the third part to the captain, master, mariners and soldiers of the said ship.

In witness whereof I have here unto caused the great seal of my office to be affixed. Given at London in the high court of the Admiralty aforesaid the 11th of July 1585.

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APPENDIX D

LETTER FROM JOHN HOPKINS TO THE PRIVY COUNCIL GIVING
INFORMATION OF SPANISH PREPARATIONS AGAINST ENGLAND, 1586.¹

(Copy.)

In Bristowe the 27 of Aprill 1586.

Master }
Clethero }

This daie we receyved newes from Lishebone by one Cade of Bastable whiche was ther of late whome was faine to shifte awaye his person in a frenche bottom and landed at Councet² and left all his goodes behinde him as he saieth they doo now take this Course to sweare all the frenche that comes, to knowe whether they have any goodes, or men of our nacon and that they doo make a greate fleete bothe of galles and ships and that their meeting must bee in Lishborne and that they doo take owt of every frenche shippe that comes into Spayne and Portingale one or 2 of their best men for to sende for Pilottes. Other newes heare is not any worth the informacon.

Yors in what he may

JOHN HOPKYNs.

In different handwriting.

There are 2 shippes come frome Barbary, viz: the *Jewell* and the *Tomyson*, who mett wth 10 sale of Armados puttinge in towards the Maderas: yet did not make towards those 2 shippes although they had the wynde of theym. 6 of wch shippes were of 600 tonns burden the pece, the rest of smaler burdens.

There is a shipp come frome the Ilands laden wth goods for one Coleman who bringeth worde that certen provisions were made redy at the Terseres³ to putt into the Armados that sholde come from Sivell, and that they merveled of there longe stay, And also they loked for certen Armados that they say dethe Kynge had appointed to Kepe there coste.

[Endorsed]

May 1586

Spanishe Adver-
tisementes.

¹ *Cal. S. P., Dom.* (1581-90), 323; *State Papers*, 12/188, No. 44.

² Conquêt Bay in Brittany.

³ Terceira in Azores.

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APPENDIX E

A PETITION MADE BY CERTAIN OF THE COMPANY OF THE *DELIGHT* OF BRISTOL UNTO THE MASTER, ROBERT BURNET, BEING IN THE STRAITS OF MAGELLAN THE 12TH FEBRUARY, 1590.¹

WE have thought good to show unto you (being our Master) our whole minds and griefs in writing ; that whereas our captain Matthew Hawlse and Walter Street do begin to take into the captain's cabin this 12th February both bread and butter, such as was put in for the provision of the ship and company, only to feed themselves and a few others, which are of their mess ; meaning thereby rather to starve us than to keep us strong and in health. And likewise upon the same, he hath taken into his cabin certain furniture, as swords, calivers and muskets. We therefore not well knowing their intents herein, except by certain words cast out unawares, we may conjecture that your death, which God forbid, hath been determined ; do all most humbly desire you, being our master, and having charge of the ship, and us, this present voyage committed unto you, to consider :

First, that by God's visitation we have lost 16 men and that because they were not allotted such necessary provision as was in the ship. Also to consider the great loss of 15 men with our boat at Penguin Island ; of seven good and serviceable men near Port Famine, three anckers and our carpenter. Over and besides all these calamities to consider how you have, without all reason and conscience, been overthwarted, disgraced and outcountenanced by your mate Street and Matthew Hawlse. Also what danger you are now subject unto, your death having been so often conspired and what danger we should be in, if it were, which God forbid, effected.

Furthermore, to weigh with yourself the great want of many necessities in our ship ; namely, that we have but six sailers, (besides yourself and your mate Street, whom we dare not trust), also that we have but one ancker, likewise the lack of our boat and a carpenter, of ropes, pitch, ' treynailles,' bolts and planks and the want of a skilful chirurgian. And whereas a view being taken of our provision there was found but five months victuals of bread, meat, greets, and pease and also but three months victuals of beef, penguins and pork, three hogsheads of wine, 10 gallons of aquavitaë (whereof the sick men could not get any to relieve them), four hogsheads of syder and 18 flitches of bacon, etc., the company have but three flitches.

Also the said Captain Hawlse and Street have taken and seized upon 17 pots of butter, with certain cheese and an hogshead of bread at a time, and have been thereof possessed to their own private uses. And have not only immoderately spent the companies provision but have also consumed those sweetmeats, which were

¹ Hakluyt, viii. 282.

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laid up in the ship only for the relief of sick persons (themselves being healthy and sound, and withholding the said meats from others in their sickness) and even at this time also (by reason of the small store of our provision, we being enforced to come to a shorter allowance) they the said Captain Hawlse and your mate Street, do find themselves aggrieved at the very same allowance, wherewith other men are well contented. And although (besides our ordinary allowance, and more than all the rest of the company) they only have their breakfasts permitted unto them, yet they complain that the company goeth about to famish them, whereas indeed they do what lyeth in them to famish the company by feeding themselves fat, which do no labour at all.

These things being well weighed, you ought likewise to consider the long time that we have lien here in these straits of Magellan, having been at, and seven or eight times 10 leagues beyond Cape Froward, we have had but a small gale of wind with us ; neither could we come to an ancker, the water being so deep ; and you know the place is so dangerous that we were once embayed and could scarce get out again. And likewise, what fogs and mists are here already ? Much more there will be, the winter and dark nights being at hand and we having not so much as a boat to seek out any road to ride in, saving a small weak boat made of mens' chests, in which it is not convenient to go on shore in a foreign country, where we must go with force ; and having but one ancker left us, there is but little hope of life in us, as you may sufficiently judge, if we should lose either the said anchor or our boat, and therefore we dare not put the same in danger for fear of losing them.

Also we having lien here these six weeks and upward, the wind hath continued in the north west directly against our course, so that we can no way hope to get through the Straits into the South Sea this year, and if we could, yet our provision is not sufficient, having spent so much thereof in this our lingering abode. Nay, we have scarcely victuals enough to carry us home into England, if they be not used sparingly and with very good government. Therefore we do again most humbly desire you to consider and have regard unto the premisses, as you tender your own safety and the safety of us which remain alive, which we may by God's help return back into England, rather than die here among wild and savage people ; for if we make any longer abode in this place it will be (without all doubt) to the utter decay and loss both of our selves and of the ship ; and in returning back, it may please God, that we may find our 15 men, and our boat at Penguin Island, although this be contrary to the minds of Matthew Hawlse and your mate Street, and having found them, we do not despair in God's mercy, but that in our return homeward he will send us purchase sufficient, if we would join ourselves together in prayer and love one another. And thus doing, as we shall be bound, even so we will also heartily pray for the continuance of your good estate and welfare and for the length of your days, to the pleasure of Almighty God.

Lastly, we do most humbly beseech you to consider that (after the loss of so

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many men and all the casualties aforesaid), as we were taking in water by Port Famine, our boatswain, the hooper and William Magoths being on shore Matthew Hawlse did hallow to have them in haste come on board ; saying these words : He that will come this voyage, must not make any reckoning to leave two or three men behind him, whereas we had so lately lost all the foresaid men, having then but six sailors left on board.

Also the said Matthew Hawlse did carry a pistol for the space of two days secretly under his gown, intending to have murdered Andrew Stoning and William Combe, as by confession of his man William Martin, is manifest ; for the said Martin reported unto two of his friends, Richard Hungate and Emanuel Dornel, that he kneeled upon his knees one whole hour before Matthew Hawlse in his own cabin, desiring him for God's cause, not to kill either of them, especially because the said Stoning and Martin came both out of one town.

Also the said Hawlse at our second time of watering in the place aforesaid, came into the gunner's room to speak with you, (the master gunner Thomas Browne and his mate William Frier being then present,) demanding if he should send certain men to Port Famine being two leagues from the ship by land. Thomas Browne answered him presently that he should send none, for fear the wind might arise and by that means we should lose so many of our men more ; to whom Hawlse replied that it was not material, for he had made choice of a company for the very purpose, whose names were Emmanuel Dornel, Richard Hungate, Paul Carie, John Davis, Gabriel Valerosa, a Portugal, and Peter, a Breton, and the Spaniard we had taken in at the same place, at our first time of watering.

And thus we end, desiring God to send us well into our native country. In witness whereof we have subscribed our names.

THOMAS BROWNE, Gunner. JOHN MORRICE, etc.

APPENDIX F

WILL OF MARTIN PRING

(Somerset House, P.C.C. 26 Skynner.)

IN the name of God Amen. The Fowerteenth daie of Maie in the yeare of our Lord god, One thowsand sixe hundred Twentie and sixe, and in the second yeare of the Raigne of our soveraigne Lord Charles by the grace of God of England Scotland France and Ireland Kinge, Defender of the Faith &c. I Martin Pring of the Cittie of Bristoll gent., being well in bodye, and of good and perfect mynde and memorie (thanks be given to Allmightie god for the same) being nowe bound on a voyage into the parts beyond the Seas, and knowing that nothinge is more certaine

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then Death, and nothing more uncertaine then the time of Death, And being desirous and willing to settle that worldlie estate which god hath lent me in this lief, before my departure hence Doe make and ordaine this my laste will and Testament in manner and forme followinge vidlt first I comend my self both soule and bodie into the handes of god my maker, and of Jesus Christ his only sonne my onely Saviour and Redeemer, trusting and assuredly perswading my self that by and through his precious Death and passion, and not by anie meritts or deserts of myne owne, I shalbe made partaker of everlasting lief, and live with him for ever in his Kingdome. And my bodie I comitt to the earth from whence it came to be buried in Christian buriall as it shall please Allmightie god to despose of it. And for the worldlie estate wch it hath pleased god to lende me in this world I dispose thereof [*sic*] as followeth. Inprimis I give and bequeath unto my sonne in Lawe Andrewes Burrell, And to Alice his wief my daughter, to each and either of them, Twentie shillinges a peece in money to make either of them a Ring to weare in Remembrance of me. Item I doe forgive release [*sic*]and discharge unto my sister Margaret Cooke, all such some and somes of money and debts wch she oweth unto me, And I doe give and bequeath unto her Twentie shillinges in money to make her a ringe, to weare for my sake. Item I give and bequeath unto my loving father John Pring the some of Five poundes in money. Item I doe make and ordaine my trustie and welbeloved frende John Barker Marchant nowe Mayor of the said Cittie of Bristoll, and William Jones of the same Cittie Marchant full and whole executors of this my last will and testament desireing them that they wilbe pleased to take the same executorshippe upon them and to se my goodes disposed according to my true meaninge menconed and expressed in this my last will and testament, And I doe give to each and either of them the some of Fortie shillinges in money to make each of them a Ring, to weare as a token of my love to them, and in recompence of their paines which they shall take in the execucon and performance of this my last Will and Testament And for that a great parte of my estate wilbe at Sea with me in this my present pretended voyage (the successe whereof I leave to the power and blessinge of Allmightie god) Soe that I am not able to expresse in particuler, what legacies porcons and somes of money will arise out of my estate unto my wief and children hereafter in theis presents named, by the increase or Dyminishing thereof by reason of this my said pretended voyage, Therefore and for that I am desireous to settle and leave all things in peace betweene my wief and Children, my will and meaning is, And I doe hereby give and bequeath all the rest of my goodes chattells plate Jewells householdstufte and other thinges whatsoever moveable and unmoveable hereby not before by me given and bequeathed (my debts and legacies being paid and funerall expences discharged) unto my wief and Children in manner and forme following, That is to saie I give and bequeath unto my loving wief Elizabeth Pring the one full sixt part (the whole in sixe equall partes being divided) of all my said estate whatsoever wch shall remayne after my debts, legacies before given, and funerall expences and charges which shalbe

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disbursed about the proving of this my last will and testament shalbe satisfied and paid, To be paide unto her or her assignes within three monethes next after my decease. Item I give and bequeath unto my sonne James Pring one other sixt parte (to be divided as aforesaid) of all my said estate which shall remayne as aforesaid, his said sixt part to be paid unto him when he shall accomplish his full age of Twentie and one yeares, and in the meane time to be put into the Chamber of Bristoll, and to remayne there at the discrecon of my executors before named to increase for him, or for his better maintenance as they shall thinke fitt, if he shall soe long live, or ells to be disposed of as hereafter followeth Item I give and bequeath all the rest of my goodes chattells plate Jewells and other thinges whatsoever my legacies before given being paid, my debts and funerall expences discharged, and the said two sixt parts of my estate remayning deducted unto my said wief, and my said sonne James as aforesaid, unto my children Sara, Elizabeth, Marie, Margerie, Susan, and the Child wherewith my said wief nowe goeth (if she be with child) if not unto my said children Sara, Elizabeth, Marie, Margerie, and Susan, equallie and proporconably betweene them, part and part like, To be paid unto my said Children when they shall severallie accomplish their severall ages of Twentie and one yeares or be severallie married, whether of them shall first happen, and not before nor otherwise, And my will and meaning is, that the said porcons and legacies which shall growe due to my said children last named, shalbe put into the Chamber of Bristoll there to remayne to increase a stock for them severallie or the increase thereof to be for their maintenance, at the discrecon of my said Executors. Provided allwaies and my will and meaning is, that if either my said sonne James before his porcon or legacie shall growe due unto him, or anie other of my said children before named or menconed, before their severall Legacies or porcons shall growe due unto them as aforesaid, shall happen to decease and departe this transitory lief That then the porcon or legacie of him or her of them so dying, shall remayne unto and be devidid amongst the Survivor and Survivors of them part and parte like And my will and meaning is, and I doe hereby desire and intreate my said Executors herein before named to divide my said goodes and estate herein before by me given bequeathed and left equallie according to my true intent and meaning herein by me expressed, and to see the same ordered & disposed of accordinglie, unto whom I referr my whole trust and confidence therein unto whose order, devision and determinacon I make noe doubt but my said wief and children will yeald and agree unto according to my true meaning, and be ordered and ruled by them in the same And I doe hereby revoake all former Wills and Testaments by me made. In witness whereof I the said Martin Pring have hereunto sett my hand and Seale the daie and yeare ffirst above written.

MARTIN PRING.

Signed sealed published and acknowledged in the presence of Roger Roydon, Georg. Hartwell Scr., W. Sandiford.

APPENDICES

Probatum fuit testamentum suprascriptum apud London coram venerabili viro Dno Henrico Marten milite legum dcore Curie Prerogative Cantuariensis Magro Custode sive Comissario ltime constituto Vicesimo nono die mensis Martii Anno Dni Millimo sexcentesimo vicesimo septimo Juraments Johanis Barker et Willmi Jones Mercatorum, executorum in hmoi testamento noiat Quibus comissa fuit administraco onmi et singulorum bonorum et creditorum dict Defunct De bene et fideliter administrando eodem, Ad sancta dei Evangelia coram Johanne Farmer clico vigore Comissionis in ea parte als emanat Jurat.

Copy of extract from Register of St. Stephen's Church.

“ 1616 februar 17. Martyne pringe Captaine was buried.”¹

The following extract is due to the courtesy of Miss N. Dermott Harding, B.A., Keeper of the Archives, Bristol :—

“ Horse Streete Chamber land

Elizabeth Pring widow one garden where on there is now two or three tenements built by lease dated the 13th of September 1631 for 99 yeares if three lives live soe

long rent

00. 02. 04

dead if Richard Lock

dead Suzan

and Hannah, daughters of Martin Pring

Rich Lockes widdow ” [in a later hand]²

APPENDIX G

LIST OF PRIZES TAKEN BY THE *DUKE* AND *DUCHESS*

Cooke gives a list of 20 prizes, which is here collated with Rogers, who records the same number. With the exception of the first they were all taken in 1709.

ST. PHILIP AND ST. JACOB. 25 tons. Taken by *Duchess* on 18th September, 1708. Ransomed at Orotava.

ASSUMPTION. 16 tons. Taken by *Duchess* on 15th March, 1709. Fitted out as privateer and renamed BEGINNING. Sold at Guayaquil on 8th May.

ST. JOSEPH OR SANTA JOSEPHA. 50 tons. Taken by *Duchess* on 26th March. Fitted out as privateer and renamed INCREASE. Ransomed on departure from Guayaquil.

ASCENSION. 450 tons. Taken by *Duke's* pinnace on 2nd April. Ransomed at Gorgona on 7th August.

¹ *Jefferies Collection*, vol. 1.

² *Rental Book*, 04041, folio 53.

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JESUS MARIA JOSEPH or JOSEPH. 50 tons. Taken by *Beginning* on 2nd April. Cooke says she was "kept with us" so is, therefore, the vessel referred to by Rogers as "Glendall's bark" and the "bark that Mr. Selkirk was in." At Porto Seguro she was sent off with the prisoners from the Manila ship, 1st January, 1710.

HAVRE DE GRACE. 260 tons. Taken by *Duchess* on 15th April. Formerly the French ship, *Lune d'Or*, "which we called the *Havre de Grace*." Fitted out as privateer and renamed MARQUIS. Sold at Batavia in October, 1710, to Captain John Opey of the *Oley* frigate for 575 Dutch dollars, "being an extraordinary bargain."

"A Small Bark." 15 tons. Taken by *Beginning* and *Duke's* pinnace on 16th April. Sunk a few days later in Gulf of Guayaquil.

"An Empty Bark." 55 tons. Taken by *Duke's* yawl on 21st April; found abandoned by crew off Punta Arena. Simon Hatley was put in command of her, and she parted company and reached the mainland.

Four Barks taken at Guayaquil on 22nd April and ransomed.

Two New Ships taken at Guayaquil on 22nd April and ransomed.

One Empty Bark taken up the river on 24th April but not brought away.

FRANCISCO LA SALMA. 40 tons. Taken by *Duke's* pinnace on 29th April. Released at Guayaquil and sent in with prisoners on 5th May.

ST. THOMAS DE VILLA NOVA AND ST. DEMAS. 90 tons. Taken by *Duchess* on 5th June. Accidentally sunk at Gorgona on 31st July.

GOLDEN SUN. 35 tons. Taken by the boats on 8th June. Given away on 17th July as compensation for plundering a village when at Gorgona.

CONCEPTION. 70 tons. Taken by *Duchess* and *Duke* on 18th August. Given away at Tacames on 30th August.

NUESTRA SENORA DE LA INCARNACION DISENGANIO. 450 tons. Taken by the *Duke* on 22nd December. Fitted out as privateer, renamed BATCHELOR, and arrived in England, 14th October, 1711.

APPENDIX H

DECLARATION OF ALEXANDER.

Instance and Prize Records (High Court of Admiralty) Letters of Marque, Declarations. Vol. 23. 1744 to 1745. Fol. 177. Public Record Office.

13 August 1745.

Appeared personally Robert Stern and on behalf of Captain Samuel Phillips now at Bristol and produced a Warrant from the Right Honourable the Lords

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Commrs. for executing the Office of Lord High Admiral of Great Britain and Ireland &c for the granting of a Commission or Letter of Marque to him the said Captain Samuel Phillips and in pursuance of his Majesties Instructions to Privateers made the following Declaration to wit That his the said Samuel Phillips's Ship is called the *Alexander* and is of the Burthen of about Three hundred and Twenty Tons That he, the said Samuel Phillips goeth Commander of her That she carries Twenty Four Guns Two Hundred and Fifty Men Two hundred small arms Two hundred cutlases Fifty Barrels of Powder Forty Rounds of Great Shot and about One Ton weight of Small Shot That the said Ship is victualled for Four Months has Two Suits of Sails Three Anchors Three Cables and about One Ton weight of Spare Cordage That John Dyke goes Lieutenant William Cunningham Gunner Thomas Williams Boatswain Henry Jones Carpenter John Williams Cook and James Ball Surgeon of the said Ship And that Isaac Hobhouse, Henry Hobhouse, Thomas Jones, Henry West, Thomas Holms and James Banister of the City of Bristol Merchts are the owners and setters out of the said Ship.

On the same day

This Declaration was made

R. STERNE

Before me

ROBT. JENNER

Surrogate

The like Commission as is entered on fo. 3 was granted to Samuel Phillips to set forth the *Alexander* of the Burthen of about Three hundred and Twenty Tons whereof he the said Samuel Phillips goeth Commander Dated the Thirteenth day of August in the year of Our Lord One thousand seven hundred and Forty Five and in the nineteenth year of his Majesties Reign.

APPENDIX I

LETTER OF INSTRUCTIONS FROM THE OWNERS OF THE *SOUTHWELL* PRIVATEER

BRISTOL, 23 May 1746

CAPT. JOHN ENGLEDDUE

From our great opinion of your Courage and Conduct, together with the recommendations of your Former Owners, We have cheerfully & unanimously agreed to give you the Command of our Ship the *Southwell* Privateer & We do hereby appoint you Commander accordingly; When you have compleated your

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quantity of Men to the number of One hundred & Sixty (not less) you are to embrace the first opportunity of wind or fair weather & sail directly on your Cruize against our Enemies, For which purpose We herewith deliver you a Letter of Marque also Instructions from the Lords of the Admiralty, to which you must strictly conform, and they must be read frequently to the Ships Company that they may be carefull in a due regard to them ; We also herewith deliver you a Book of Maritime Affairs and Coppy of the Marine Treaty between us & the Dutch, which we recommend to your frequent perusal to prevent an unlawfull takeing & detaining Dutch Vessels, which some of our Commanders have inadvertently done.

We earnestly recommend a good understanding & harmony between you & your officers, and be careful to observe there be no familiarity between them & the Seamen, as it may be of very dangerous consequence.

We desire that all opportunities may be embraced for Instructing your Men in the use of the small arms, and that others are exercised with the great Guns that they may not be at a loss when they come to engage with an Enemy, and as soon as you get under Sail appoint every man his Station in time of Action or Engagement.

Let a constant strict Watch be kept over your Powder room and suffer no one to enter it with lighted candle in Lanthorn or otherwise, whoever you intrust there, must go into it without shoes, and we farther direct that no iron tool be made use of in opening or fastning any Powder Casks but all to be done with Wood Malletts ; you cannot be too carefull in your choice of men on this occasion.

We herewith deliver you an Account of Provisions put on board, of all which we expect your care & frugality that there be neither wast or want.

Make all necessary dispatch to the Station you are to Cruize in, which we direct shall be from the Lattitude 49 00 N. to the Lattitude 45. We would recommend to you to Cruize as near the French Coast as wind, weather and the safety of our Ship will admit, more especially when you are to the Southward of Ushent, by which means you will have a greater probability of taking the Ships of our Enemies, and also of retakeing their Prizes.

If you meet with Neutral Ships bound to and from France or Spain, you are to examin their papers and all the men (seperately) belonging to them, and if you find sufficient cause to make Prizes of them you are to observe what is hereunder directed for conveying them safe to an English or Neutral Port.

Should you take a Prize that has money, Jewels, Plate or such Valuables on board, you'll do well to take such into our Privateer, and in case you meet any of our Men of War bound home, put the same on board such, sending us bill of Loading for the same consigned to William Alleyn, John Plummer & Co.

Whatever Prizes you take, observe there must be a sufficient number of her

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men kept on board in order to obtain a Condemnation, and you are to send them as hereunder directed giving the charge of such to one or more of your Officers that are good Navigators and put on board as many of your own people as may be thought necessary to Navigate them, observing always to send as many as can secure the Prisoners in Irons close in the Hold or between Decks if no room below, and to give strict charge to such to be always on the watch to prevent their being surprized and overcome, which has frequently happened by people falsely imagining themselves secure ; In case you take any Prizes of small value we choose you should ransom them on any tollerable terms rather than lessen our Crew by sending such into Port, and take care to keep one or more proper Hostages on board ; but if Ransoming is refused then you must send such to the nearest port of those mentioned in the following paragraph.

Take care to write as fully by any Prize you send away & every other opportunity ; you must likewise at the same time send an account of your proceedings (in short a Coppy of your Journal so far as relates your takeing any Ships or speaking with any, especially those of his Majesty) to the Lords of the Admiralty, which let be sent open to us and we will take care to forward ; and in case wind and weather may not permit any Prizes (you have the fortune to take) to come into this Channel & that they should be obliged to have recourse to another Port, you are to write a general Letter of recommendation desiring that in case they put into any of the following Ports, the Gentlemen there will assist them (viz) Falmouth, Mr. Thomas Groube, Plymouth, Mr. John Morshead, Corke or Kinsale, Robert Traverse, Esq. of Corke, Waterford, Mr. William Thompson, Baltimore, Lionel Becher, Esq. Milford, Mr. John Farrier at Old Hays near Pembroke, and to desire them to forward such Prize or Prizes here, or to observe such directions as we shall give about them.

Should you carry a Prize or Prizes into any neutral port and a sale should be made there, observe that in case it be a French or Spanish Privateer or Ship of War, you must have a certificate signed by the Chiefe Magistrate, Consul or proper officer of the place of the number of men on board the enemys ship at the time of engaging, in order to obtain the Bounty of £5 a head allowed for such by our Government, and should you deliver up such French or Spaniards you are to take Certificates thereof from the proper officers above mentioned and observe the same method in regard to prisoners sent into Ireland or elsewhere.

Your Clerk must keep a just and regular account of all transactions on board our Privateer, in a Book which we herewith deliver you & into which he is to enter the names of all the men on board and such alterations as may happen amongst them either by sickness, death, desertion or promoting and whoever you promote indorse it immediately on the Articles and let it be entered accordingly in your Books, as also what Provisions and amunition are daily expended ; and let your Clerk draw coppies of your Letter of Marque that when you take any Prize you may underwrite

BRISTOL PRIVATEERS AND SHIPS OF WAR

one of them & send it to us, that in case of any misfortune attending you with the Original, we may not be at a loss to obtain a condemnation.

Soon after you get under sail from Kingroad, muster all your men & enter them accordingly in your books & send a copy of the Muster Roll by your Pilote, signed by yourself, the four Lieutenants, Master, Clerk and Boatswain, and we desire you'll observe this rule from any Port you may be forced to put into, also on your sending home any Prize.

Should you take any Valuable Prizes we desire that you'll convoy them either to Falmouth, Kinsale or Bristol as winds may offer and that you will not (with our Privateer) put into any of those or other Ports, if possible to avoid it, till the expiration of the Cruize which is to be for four months from the time of takeing your departure from the Island of Lundy, but see the Prizes well towards the Port you design them & then return to your Station, and should you send any to this Port you may come with them so far as you shall judge them out of the reach of the Enemies Privateers and then return as above directed.

If any of your men offers to mutiny, or disobeys your commands put them in irons or otherwise confine them as you shall judge proper, for we are determined to prosecute such as far as the Law will allow ; but we hope from an entire good harmony between you and your officers that there will be such a Decorum kept on board as there may be no tendency towards the least disturbance.

Take particular care that a sufficient quantity of cartridges are always filled & ready, that you may not be at a loss at any time of Engagement.

In case of your mortality (which God forbid) your First Lieutenant, Mr. George Burford is to command the Ship and act according to these orders, the Second Lieutenant then to be First & so in succession subject in all cases to a due observance of our orders.

We are of opinion 'twill be for the benefit of the Cruize if you could be in conjunction with another good Privateer, therefore if you meet one at sea of equal or superior (not less) force than ours that will join, you have our consent so to do and enter into a written agreement with the Commander & Officers of such, that what you take in conjunction be equally divided, but that if you should happen afterwards to be seperated then what either of you take singly is to belong to such Captors only ; and notwithstanding we have herein before ordered you on a particular Station yet if you happen to cruize in conjunction as above mentioned, you have liberty to treat & agree with the other Commander to cruize as he & you shall think may be most to advantage, or (without conjunction) should you yourself singly hear of anything in a different station of what we have ordered, you have our consent to make such an alteration in that part of these orders as to you shall seem convenient.

We most heartily wish you health and success in this your Cruize. We now

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commit you to the protection of the Almighty in whom we trust for your safety and happy return to

Your Friends and Owners of the
Southwell Privateer.

I do hereby
acknowledge to
have rec. the
copy of the annexed
orders which I
promise to comply
with
JOHN ENGLEDUE

W. ALEYN
JOHN PLUMMER
EDWARD GWATKIN
WM. BERROW
JOHN THOMPSON
MARTIN FRENCH
WILLIAM MILLER
THOMAS DEANE
JAMES LAROCHE
WM. CHALLONER
for self and brother MICH. BECHER
CRANFIELD BECHER

APPENDIX J

MUSTER ROLL OF THE *SOUTHWELL* PRIVATEER WITH NUMBER OF SHARES ALLOTTED TO EACH MAN

SAILED ON HER FIFTH CRUISE, 26TH MAY, 1746.

John Engledue	.	.	.	Captain	.	.	.	.	12
George Burford	.	.	.	1st Lieutenant	.	.	.	.	6
Robert Macbraire	.	.	.	2nd „	.	.	.	.	5
James Tresteen	.	.	.	3rd „	.	.	.	.	4½
William Engledue	.	.	.	4th „	.	.	.	.	4
John Hamley	.	.	.	Master	.	.	.	.	6
Joseph Scammel	.	.	.	Doctor	.	.	.	.	6
William Banfeild	.	.	.	Gunner	.	.	.	.	2
James Myles	.	.	.	Carpenter	.	.	.	.	2
Henry Quinton	.	.	.	Boatswain	.	.	.	.	2½
William Bishop	.	.	.	Masters Mate.	.	.	.	.	2½
Thomas Hicks	.	.	.	„	.	.	.	.	2
George Gore	.	.	.	„	.	.	.	.	2
John Doyle	.	.	.	„	.	.	.	.	2
Ralph Clark	.	.	.	Lieutenant of Marines	.	.	.	.	3

BRISTOL PRIVATEERS AND SHIPS OF WAR

William Winne . . .	Ships Steward . . .	2
Patrick Doyle . . .	Sail Maker . . .	1½
William Lloyd . . .	Pilote . . .	5
Thomas Blackburne . . .	Clark . . .	2
John Horan . . .	Master at Arms . . .	2
Barnaby Chislet . . .	Cockswain . . .	1½
Anthony Burk . . .	Midshipman . . .	1½
Robert Downing . . .	” . . .	1½
Francis Labee Junr. . .	Doctors Mate . . .	2½
Joseph Seldon . . .	” . . .	2
William Start . . .	Gunners Mate . . .	1½
Richard Boulton . . .	” . . .	1½
Ebenezor Barker . . .	Boatswains Mate . . .	1½
John Cole . . .	” . . .	1½
Joseph Heysom . . .	” . . .	1½
Josiah Weston . . .	Carpenters Mate . . .	1½
Henry Lacye . . .	Quarter Master . . .	1½
Archibald Hewston . . .	” . . .	1½
Robert Dishington . . .	” . . .	1½
Edward Brathwaite . . .	Corporal . . .	1½
John Rigney . . .	Gunners Yeoman . . .	1
Barns Mountford . . .	Stewards Mate . . .	1
James Robins . . .	Cooper . . .	1
Thomas Bush . . .	Ships Cook . . .	1
John Youngman . . .	Captains Cook . . .	1
James Fleming . . .	Linguister . . .	1
William Thomas . . .	Drumer . . .	1
James Paget . . .	Armorer . . .	2
Christopher Dickey . . .	Captains Steward . . .	1½
Edward Brown . . .	Able Sailer . . .	1
Michael Burk . . .	” . . .	1
Robert Hutchinson . . .	” . . .	1
John Parkinson . . .	” . . .	1
Ishmael Hutchins . . .	” . . .	1
Thomas Dowdle . . .	” . . .	1
John Forbus . . .	” . . .	1
Daniel Garvey . . .	” . . .	1
Thomas Jones . . .	” . . .	1
Thomas Clayton . . .	” . . .	1
Michael Lawless . . .	” . . .	1
Edward Morris . . .	” . . .	1

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Michael Conway	.	.	.	Able Sailer	I
John Morse	.	.	.	"	I
John Chambers	.	.	.	"	I
John Ellis	.	.	.	"	I
Thomas Neal	.	.	.	"	I
William Neal	.	.	.	"	.	.	.	.	I
William Lamb	.	.	.	"	.	.	.	.	I
John Dunavan	.	.	.	"	.	.	.	.	I
James Mullens (died 24 June)	.	.	.	"	.	.	.	.	I
John Lloyd	.	.	.	"	.	.	.	.	I
Thomas Lamport	.	.	.	"	.	.	.	.	I
Philip Cane	.	.	.	"	.	.	.	.	I
Nelson Hill	.	.	.	"	.	.	.	.	I
Joseph Yeamans	.	.	.	"	.	.	.	.	I
John Dove	.	.	.	"	.	.	.	.	I
Thomas Pickwell	.	.	.	"	.	.	.	.	I
Nicholas Fitzgerald	.	.	.	"	.	.	.	.	I
John Pool	.	.	.	"	.	.	.	.	I
William Tayler	.	.	.	"	.	.	.	.	I
Thomas Tabor	.	.	.	"	.	.	.	.	I
Daniel Steward	.	.	.	"	.	.	.	.	I
Henry Doyle	.	.	.	"	.	.	.	.	I
John Ballard	.	.	.	"	.	.	.	.	I
William Arnet	.	.	.	"	.	.	.	.	I
Abraham Keayhes	.	.	.	"	.	.	.	.	I
Joseph Lovel	.	.	.	"	.	.	.	.	I
John Arson	.	.	.	"	.	.	.	.	I
John Thomas	.	.	.	"	.	.	.	.	I
John Hannah	.	.	.	"	.	.	.	.	I
Francis Healey	.	.	.	"	.	.	.	.	I
George Hooper	.	.	.	"	.	.	.	.	I
Isaac Hill	.	.	.	"	.	.	.	.	I
Samuel Siner	.	.	.	"	.	.	.	.	I
Richard Tucker	.	.	.	"	.	.	.	.	I
Isaac Burton	.	.	.	"	.	.	.	.	I
Richard Daddow	.	.	.	"	.	.	.	.	I
Anthony Bird	.	.	.	"	.	.	.	.	I
Caleb Hodges	.	.	.	"	.	.	.	.	I
Stephen Webb (made Boatswain Mate in Kingroad)	.	.	.	.	.	.	.	.	I $\frac{1}{2}$
Peter Bancroft	.	.	.	Able Sailer	.	.	.	.	I

BRISTOL PRIVATEERS AND SHIPS OF WAR

Peter Hunt	.	.	.	Able Sailer	.	.	.	.	I
Jacomo Russigniol	.	.	.	"	.	.	.	.	I
Thomas Dyas	.	.	.	"	.	.	.	.	I
Jeronimo Dugue	.	.	.	"	.	.	.	.	I
Johanno Anthonio	.	.	.	"	.	.	.	.	I
James Ellis	.	.	.	"	.	.	.	.	I
George Lewis	.	.	.	"	.	.	.	.	I
Robert Vernam	.	.	.	"	.	.	.	.	I
John Pridham	.	.	.	"	.	.	.	.	I
George Carter	.	.	.	"	.	.	.	.	I
Charles King	.	.	.	"	.	.	.	.	I
Thomas Dorset	.	.	.	"	.	.	.	.	I
Thomas Rutley	.	.	.	"	.	.	.	.	I
Thomas Morris	.	.	.	"	.	.	.	.	I
Charles Wild	.	.	.	"	.	.	.	.	I
Thomas Tyler	.	.	.	"	.	.	.	.	I
John Bodden	.	.	.	"	.	.	.	.	I
William Rowles	.	.	.	"	.	.	.	.	I
Francis White	.	.	.	"	.	.	.	.	I
Henry Mason	.	.	.	"	.	.	.	.	I
Thomas Philips	.	.	.	"	.	.	.	.	I
James Cranks	.	.	.	"	.	.	.	.	I
John Westcoat	.	.	.	"	.	.	.	.	I
Philip Williams	.	.	.	"	.	.	.	.	I
John Eagan	.	.	.	"	.	.	.	.	I
John Hudson	.	.	.	Ordinary Sailer.	.	.	.	.	$\frac{3}{4}$
Jacob Jones	.	.	.	"	.	.	.	.	$\frac{3}{4}$
William Haukins	.	.	.	"	.	.	.	.	$\frac{3}{4}$
Joseph Wilcocks	.	.	.	"	.	.	.	.	$\frac{3}{4}$
William Lewton	.	.	.	"	.	.	.	.	$\frac{3}{4}$
Samuel Sommers	.	.	.	"	.	.	.	.	$\frac{3}{4}$
William Gunter	.	.	.	"	.	.	.	.	$\frac{3}{4}$
Thomas Your	.	.	.	"	.	.	.	.	$\frac{3}{4}$
John Mitchel	.	.	.	"	.	.	.	.	$\frac{3}{4}$
John Locker	.	.	.	"	.	.	.	.	$\frac{3}{4}$
Austin Sellard	.	.	.	"	.	.	.	.	$\frac{3}{4}$
Nicholas Bannock	.	.	.	"	$\frac{3}{4}$
Edmond Pounce	.	.	.	"	$\frac{3}{4}$
Guyon Godard	.	.	.	"	$\frac{3}{4}$
John Wild	.	.	.	"	$\frac{3}{4}$
Francis Saunders	.	.	.	"	$\frac{3}{4}$

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Thomas Parsons	.	.	.	Ordinary Sailer	.	.	.	$\frac{3}{4}$
Richard Wheeler	.	.	.	"	.	.	.	$\frac{3}{4}$
James Bradley	.	.	.	"	.	.	.	$\frac{3}{4}$
Thomas Shannon	.	.	.	"	.	.	.	$\frac{3}{4}$
Joseph Broadhurst	.	.	.	"	.	.	.	$\frac{3}{4}$
John Sweet	.	.	.	"	.	.	.	$\frac{3}{4}$
Onesiphorus Lucas	.	.	.	"	.	.	.	$\frac{3}{4}$
John Folly	.	.	.	"	.	.	.	$\frac{3}{4}$
Samuel Brookin	.	.	.	"	.	.	.	$\frac{3}{4}$
Thomas Breedy	.	.	.	"	.	.	.	$\frac{3}{4}$
Edward Mills	.	.	.	"	.	.	.	$\frac{3}{4}$
John Singleton	.	.	.	"	.	.	.	$\frac{3}{4}$
William Morrison	.	.	.	"	.	.	.	$\frac{3}{4}$
Patrick Muldoon	.	.	.	"	.	.	.	$\frac{3}{4}$
William Morgan	.	.	.	"	.	.	.	$\frac{3}{4}$
Robert Kemp	.	.	.	"	.	.	.	$\frac{3}{4}$
Francisco Pasto Vecchio	.	.	.	"	.	.	.	$\frac{3}{4}$
Joseph Swatridge	.	.	.	"	.	.	.	$\frac{3}{4}$
John Halding	.	.	.	"	.	.	.	$\frac{3}{4}$
William Neagle	.	.	.	"	.	.	.	$\frac{3}{4}$
Henry Philips	.	.	.	Cooks Mate	.	.	.	$\frac{3}{4}$
William County	.	.	.	Piper	.	.	.	$\frac{3}{4}$
Miles Dudley	.	.	.	Armors Mate	.	.	.	$\frac{1}{2}$
Thomas Lewis	.	.	.	Boy	.	.	.	$\frac{1}{2}$
Able Edwards	.	.	.	"	.	.	.	$\frac{1}{2}$
George Webb	.	.	.	"	.	.	.	$\frac{1}{2}$
John Thorn	.	.	.	"	.	.	.	$\frac{1}{2}$
Aron Spencer	.	.	.	"	.	.	.	$\frac{1}{2}$
Thomas Jones	.	.	.	"	.	.	.	$\frac{1}{2}$
James Breedy	.	.	.	"	.	.	.	$\frac{1}{2}$
John Newton	.	.	.	"	.	.	.	$\frac{1}{2}$
George Corner	.	.	.	Captains Boy	.	.	.	I
William Manstone	.	.	.	1st Lieuts Boy	.	.	.	I
Thomas Davis	.	.	.	2nd "	.	.	.	I
David Thomas	.	.	.	3rd "	.	.	.	I
Thomas Price	.	.	.	4th "	.	.	.	I
James Burvil	.	.	.	Masters Boy	.	.	.	I
Joseph Pain	.	.	.	Doctors "	.	.	.	I
John Gythens	.	.	.	Mates "	.	.	.	I
Thomas Broadell	.	.	.	Ordinary Sailer	.	.	.	$\frac{3}{4}$
Thomas Mowbridge	.	.	.	"	.	.	.	$\frac{3}{4}$

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Men shiped since the Foregoing List.

William Brathwaite	1½
Thomas Murphy	1
Thomas Myhea	1
Robert Clark	3
Richard Bridges	1
Thomas Richards	1
Isaac Hutchinson	1
Patrick Hiron	1
David Abott	1
Total. 187.	

Shares	238¾
“For the 24 guns”	24
Total shares	262¾

Net prize money = £251 7s. 3d., after expenses on prize had been paid. Owners took half, leaving £125 13s. 7½d., which represents about 9s. 7d. per share. One guinea was awarded “For Discovering the Brig at Sea.”

APPENDIX K

GUNNER'S STORES ON BOARD THE *SOUTHWELL* PRIVATEER, CAPT. JOHN ENGLEDDUE COMMANDER, FOR HER FIFTH CRUIZE

- 6 Iron Cannon nine Pounders with their Carriages etc.
- 18 Iron Cannon six pounders with their Carriages etc.
- 12 Iron Swivel guns.
- 400 round Shot for the 9 pounders.
- 40 qr. Shot for do.
- 146 double headed Shot for do.
- 10 Slideing Shot for do.
- 1146 round Shot for the 6 pounders.
- 89 Slideing Shot for do.
- 257 double headed Shot for do.
- 140 qr. Shot for do.
- 18 double headed 4 pound sliseing shot.
- 2 casks of Chain Shot.
- 30 Cases of Shot for 6 & 9 pounders.
- 145 grape Shot & ½ Keg small Ball for swivel guns.
- 219 bags of Pardridge Shot.

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- 30 Barrels of Gun Powder.
- $8\frac{3}{4}$ Barrels of do.
- $4\frac{1}{2}$ barrels of do.
- 4 Barrels filled in Cartridges.
- 2 gallons Keggs do.
- 116 Musquets.
- 6 Brass & 3 Iron Blunderbushes.
- 71 Pistols.
- 11 Baionets & 71 Pole axes.
- 64 Cutlashes & 21 Pikes.
- 18 Kegs of Musquet & Pistol Ball.
- 1 Cask of Musquet ball mixt.
- 106 Cartouch Boxes.
- 2 Worms.
- 125 hand Granado Shells.
- 170 do. full.
- 25 Iron Crows.
- 18 Crabs claws.
- 30 Rammer's & Spunges for 6 & 9 pounders.
- 12 Worms & Ladles & 13 spare Worms & 4 Ladles for do.
- 14 Formers for 6 & 9 pounders.
- 9 Rammers & Spunges for the Swivel Guns.
- 11 Worms & Ladles for do.
- 2 doz. $\frac{1}{2}$ powder horns.
- a large quantity of Match.
- 1 Chest con. 72 doz Cartridges for 6 & 9 pounders.
- 8 doz. small Cartridges.
- 59 quire of Cartridge Paper.
- 4 quire loose with Cartouch Boxes.
- 12 quire white paper loose.
- 50 spare Tomkins.¹
- 3 Spare Gun Carriages.
- 36 Cartridge Boxes for 6 & 9 pounders.
- 6 Cartridge Boxes for Swivel Guns.
- 4 Spare Axle Trees.
- 1 doz. half of Truxhs² (*sic*).
- 8 doz. primeing Irons & Gimblets.
- 1 Hilliard & Pea.

¹ Tampion or tomption, a disc-shaped piece of wood rammed home between the charge and missile. The word now means the plug for muzzle of a gun.

² Trucks were the small wooden wheels or rollers on gun carriages.

BRISTOL PRIVATEERS AND SHIPS OF WAR

APPENDIX L

AN ABSTRACT OF THE TRADESMEN'S NOTES FOR FITTING THE *SOUTHWELL* PRIVATEER, CAPTAIN JOHN ENGLEDDUE, COMMANDER, FOR A FOUR MONTHS' CRUIZE

SAILED FROM KINGROAD THE 26TH MAY, 1746, ON HER FIFTH CRUIZE.

		£	s.	d.
Thomas Deane	Ropemaker	160	—	—
Joshua Power	Butcher	140	—	—
Richard Seaborn . . .	Sailmaker	88	—	—
John Jones	Baker	92	—	—
William Trego	Carpenter (for Labour)	77	13	1
Edward Gwatkin . . .	Tallow Chandler	61	—	—
Michael Miller	For Wine & Brandy	54	7	—
Bazil Wood	Brewer	47	—	—
Walter Franks	For men's labour	47	—	6
William Trego	Carpenter	38	10	—
William Cox	Rigger	37	—	—
John Stratton	Cooper	35	10	—
John Turner	Deal Merchant	35	—	—
Robert White	Iron Monger	31	—	—
John Stratton	For disburstments	30	—	—
Thomas Lewelling . . .	For Butter	29	—	—
John Shebbear	For Surgery Chest	24	—	—
Blake & Palmer	For Bedding	18	18	—
Anthony Swymmer . . .	For Letter of Marque etc.	18	5	—
William Lockair	Pilote	20	10	—
Thomas Fox	Boatman	18	—	—
Martin French	For Beef, etc.	13	18	—
Owners of Sea Mills for Dockage etc.		9	2	—
Charleton & Page For Gunners Stores		12	—	—
Thomas Horwood	Painter	10	—	—
Thomas Sainsbury . . .	Grocer	11	12	—
Mary Goodall	Ship Chandler	11	10	—
Berrow & Edwards for Beer & Syder		10	—	—
John Pittman	Plumber	5	13	—
Exs. of Chls Harford . .	Deal Mercht.	9	—	—
George Escott	Blockmaker	8	10	—
Thomas Wintle & Son . .	Lightermen	7	14	—
James Lavinder	Smith	8	—	—

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		£	s.	d.
Francis Franks	Vintner	6	13	—
Thomas Hurst	Tinman	6	6	—
Francis Fowle	Brazier	6	—	—
Charleton & Page	For Surgeons Instruments	5	10	—
Elizabeth Pratt	For Fowles	5	5	—
William Roach	Hallier	4	—	—
Peter Patience	For Pontoon	4	5	2
William Gordon	For old Sheets	3	6	8
Catherine Smith	For Tripes	3	12	—
Elizabeth Russan	For Sundrys when Shiping Men	3	2	5
William Lewis	Boatbuilder	3	—	—
John Pollard	Fishmonger	2	—	—
Benj. Hickey	Book Seller	1	19	—
Thomas Ferris	Joiner	2	—	—
James Whitechurch	Craneman	1	15	—
Richard Grimstead . . . . .	. . . . .	1	13	6
Philip Magnis	Craneman	—	19	—
Andrew Hook	Printer	1	2	6
Henry Philips	For a Boatswains Silver Call	1	2	—
David Haines	Mastmaker	—	15	—
John Vaughan	For a Boatswains Silver Call	—	16	—
Mary Brain	Gunsmith	—	10	—
Richard Winpenny	Printer	—	10	6
Philip Magnis	For Ale	—	10	1
Richard Guest	Mason	—	8	6
Charles Swanton	Cutler	—	5	—
John Coleston	For Scrapeing Pinnis	—	5	—
Mary Dimmock	For Ale	—	4	9
Francis Church	For Sundrys at Sea Mills	13	—	—
Advance Money . . . . .	. . . . .	518	3	6
Francis Billow . . . . .	. . . . .	—	4	—
Walter Franks For Attendance . . . . .	. . . . .	15	15	—
John Plummer	Disburstments	2	15	4
Richard Jollif	For Inset	2	10	—
Michael Miller	For Wood	2	—	—
		1,841	16	6
Pursership 2½% . . . . .	. . . . .	46	1	—
		£1,887	17	6

BRISTOL PRIVATEERS AND SHIPS OF WAR

APPENDIX M

LETTER FROM CAPTAIN JAMES CONNOR OF THE *HAWKE* DESCRIBING HIS EXPERIENCES IN A FRENCH PRISON AT BAYONNE

TAKEN FROM "FELIX FARLEY'S BRISTOL JOURNAL" OF 6TH AUGUST, 1757.

The following letter is a true picture of distress ; and such an instance of French tyranny and oppression as claims the attention of the public, and ought to raise the indignation of every Englishman against such an inhuman enemy. To pretend to politeness and civility beyond other nations and yet act the barbarian in so notorious a manner, is such cursed hypocrisy as language is at a loss to find a name for. Whilst, out of a false zeal, to be reckoned polite, we are become so very civil, as to let our greatest enemies range from their prisons uncontrolled ; and are so sincere in our politeness, as to compliment them with their freedom at large, so soon as we have made them prisoners. Our own countrymen (we here find) are closely immured without distinction, and put into the most unhealthy caverns, oppressed in the most grievous manner, and treated with worse than brutish insolence. But let the letter speak for itself ; and blush Lewis, at this instance of Gallic tyranny and oppression, and French brutality.

BAYONE NEW PRISON, *June 29, 1757.*

DEAR FRIEND,

As you'r fond of news that's accompanied with truth, I will give you a genuine account how affairs have gone with me since I had the pleasure of seeing you. After I sailed from Bristol, and the winds and weather would admit of my getting into the Bay of Biscay, I cruised there and along the Spanish and French coasts, without any thing of moment till the 10th inst when unluckily we fell in with the *Eagle* privateer of this place, mounting 26 nine-pounders upon one deck, and 360 men, 240 of which they acknowledged to be constantly at small arms. The engagement lasted about two hours, when we had the misfortune to blow up, which obliged us to submit, with the loss of 34 men killed, wounded and blown up in a miserable manner, and our ship greatly shattered ; the French captain lost his right arm, and wounded in the thigh, had great numbers of his people killed and wounded (being never above half pistol shot asunder) and so disabled their vessel that it entirely ruined their cruise and forced them to put back to this infernal port as I may justly call it, where we arrived on the 15th inst. and were immediately sent to a close prison, governed by a devil incarnate, surrounded with walls 60 feet high, and all our prospect the zenith of about 20 yards square ; our allowance eight sous per day [about 4d. sterling] and no liberty to lay it out to any advantage, being obliged to purchase the little necessaries of life from an extortionate house keeper

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to the commandant. This fleecer of poverty in its worst of circumstances, retails these small articles we are obliged to have for our support, at four or five hundred per cent one moiety of the neat produce of which is the old villain's perquisite ; nay, he even descends so low as to tax a poor wretch, who comes sailing into our little yard, upon wooden shoes, which you would justly take for Indian canoes by their structure, to vend a little goat's milk at 4 livres per month ; and the washer woman pays the tribute of one sou per shirt, and so on in other commodities. In fine he is so conscious of his ill treatment of us, that lest it should transpire, he uses the utmost precaution ; for if the most opulent merchant in the town had any business with an Englishman, it must be transacted in the yard, and the goaler present. There's not the least note to or from father, wife or friend, but must be translated for him, which if he don't like, is directly condemned to the flames. This may furnish you with a just idea of French humanity, who can servily cringe when under misfortunes like spaniels, and when upheld by fortune more inhuman than any pagan.

There are about 100 Captains and Mates, with 1,500 men, who are kept in very loathsome prisons, some in subterraneous caverns, where it rains entirely upon them, that it really makes life a burden to those who are so unfortunate as to have those places to their lot, as several have declared in their petitions, tho' no notice is taken. The best prisons are very bad ; there's no respect for persons, every commander and officer meeting the same treatment and allowance as the meanest boy, except this difference, that we are crammed ten in a little closet scarce capable of receiving us lengthways, for which, and a guard-bed to keep us off the stones, we pay 40 livres per month, and that at the commencement, lest we should die in debt. These are a few of the many of this Christian pagan's impositions, which can't be supposed that he should be supported in by his court, or any other just means, but the dictates of his own avaritious temper. I pray God to prevent any more of my countrymen falling into such inhuman hands ; if its my lot to get clear, and was to live to the age of Nestor, and a war continue so long I would employ it against such an enemy. I made bold to ask this walking skeleton greybeard, if he was not satisfied that his countrymen met other treatment in England ; which he acknowledged he was acquainted with, but as the frontiers of Spain were so contiguous, he would suffer no man the liberty of town or country, without a bondman and a bond of 3,000 livres ; I told him it was a very great hardship, when the commonest fellow of a French officer has the liberty to range anywhere in England upon the bare parole of his dirty honour. I applied for liberty for two hours to go in town to purchase a couple of shirts, as I am trusting to one, but could not obtain that favour without a French valet with a halbert ; not being used to such a point of ceremony, I rejected their compliment, as thinking it too harsh and will trust to Providence. If any of the town's people are ever so well disposed to serve the prisoners, it would be in vain ; for this disgrace to man would not suffer them to bring shoes, stockings,

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may not a mouthful of greens, or the least individual. These are great hardships, which could be better borne were they upon the same footing.

I suppose your patience will be pretty well exhausted by the time you read thus far ; but flattering myself that you would be glad to hear from an acquaintance in so remote a corner, I was willing to draw the picture of my habitation etc. to show you how comfortable time must pass, in the very prison, where I was eleven months confined last war and from which you have heard me say I suffered so much in running away. Its possible you may hear from some gentlemen attempting to support the French politeness, which is nothing but a mask to their inhumanity, whereby they beguile strangers into their power, and then appear the plain, worse-than-Turk, Frenchman

Adieu

With my best compliments to your spouse, family and all friends and am your affectionate etc.

JAMES CONNOR, Junior.

APPENDIX N

OWNERS' INSTRUCTIONS TO CAPTAIN RICHARD FITZHERBERT OF THE *DREADNOUGHT* PRIVATEER IN 1758.

WE have fitted out our *Dreadnought* Privateer for a Cruize of Four Months and from the good opinion we have of your courage and conduct we appoint you to command her. We have fitted her in the best and completest manner as well for the safety of all on board as for the design we intend her, which is principally to take all the Ships and Vessels and Subjects of the King of France you shall meet with.

We herewith deliver you his Majesty's Commission and Instructions and we order that you strictly observe the Rules prescribed in said Commission and Instructions and that your Officers may not at any time plead ignorance, we order that said Rules may be read over to them frequently to prevent bringing us into trouble.

In the fourth article of your Instructions you are referred to a Treaty between us and the Dutch made the first of December 1674, which treaty you will find in a book called Naval Trade and Commerce herewith delivered you which treaty you must strictly observe and comply with and you'll find by said Treaty that they have power to carry all sorts of goods to and from our Enemys except Ammunition, but it is different with the Danes, Swedes, Dantzichers, Bremenors, Hamburgers or Italians, any of these carrying to our Enemys any Masts, Sails, Rigging, Cables, Anchors, Cordage, Lead, Pitch, Tarr, Hemp, Guns, Powder, Ball or any other Ammunition are Contraband Goods and lawful prizes. As you may observe by the fifth article of your Instructions, those ships carrying any of the before mentioned goods to our Enemys you have a power to take and to send to any of his Majesty's Ports and you are to observe that only the before mentioned goods are confiscable,

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for the ship and any other goods they may have on board together with the people are free and must not be molested in any shape whatsoever and should you take any of those ships you must send every man belonging to them in the ship to the port you intend to send her to. We have great reason to believe they carry on a Contraband Trade with our Enemies particularly with Hemp, Cordage, Anchors and Masts therefore examine those ships very closely and endeavour to get out of the Ships Company what Secrets you can but we desire you will act very cautiously that we may not be brought into trouble and expense.

We deliver you herewith an Account of all the Provisions we have put on board our privateer which we judge sufficient for a full Four Months Cruize therefore let the people have their full allowance but in such a manner that nothing may be squandered or given in profusion, to that end keep a watchful eye over the steward and make him keep an account of what Provisions are daily expended that you may not find an unexpected want.

We desire you will not put into any Port with our Privateer till you have finished your Cruize, except you are obliged to it by necessity or that you return to Bristol as Convoy to a very Rich Prize. That your people may not be in confusion in time of action get them frequently exercised at the great guns and small arms and take care that your Gunner keeps a large quantity of cartridges fitted that you may not want in the time of a long action; the care of the powder room we earnestly recommend to you and that you do not trust any one there but a careful sober person and we order that a constant watch be kept over it and that you don't suffer any drunkenness on board our Privateer on any account.

Before you get under sail muster all your men and let your Clerke write a Muster Roll which must be signed by you and four of your Chief Officers and sent to us by your Pilot a copy of which you must keep on board and observe the same rule when you take a Prize and insert the shares to prevent disputes when a Dividend comes to be made which lists we desire you'll always keep ready to send by every prize.

We come now to direct you for the intended cruize when you have completed your number of men from 60-80. We desire you to sail from Kingroad with our Privateer the first fair Wind or Weather and go into the Bay of Biscay and there cruise crossing the Bay from Latitude 48 to Latitude 46 and we recommend you not to go farther out of the Bay than Longitude 10 unless you see cause or give chase. Should you think it for the Interest of the whole concern to attempt going into any port of the enemy in order to cut out ships you have our consent and we think the nearer you cruize into the Bay the more chance we have of success and the less risque you run in meeting with Men of War or Privateers belonging to the Enemy. These are our sentiments but as you may be prevented by winds and other accidents to observe them we leave it to your prudent management to guide yourself as near as circumstances will admit of.

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When you take any prizes of value convoy them to the eastward of Scilly and send them to Bristol but if the wind is contrary above two days send them into Ireland the Harbour of Cork we would prefer before any other and recommend you to avoid sending any prizes into Lisbon or going there yourself with our privateer and when you take a prize you must cause all her hatches to be locked and sealed and if there should be any small package in her cabin or steerage put them if possible in the hold or secure them otherwise to prevent embezzlement or murmuring of the People.

You must send in every prize you take at least three of her own people and all the ships papers without which we cant obtain condemnation and be sure to give the command of your prize to the soberest of your officers and give him a strict charge to have a watchful eye over the prisoners you send in the ship particularly at night. And we order that you treat your Prisoners with civility and humanity.

Should you take small prizes loaden with Fish, Train Oil or Salt you may ransom them, Dry Fish you may reckon at eight pounds the ton, Wet Fish at six pounds the ton, the form of a Ransome Bill you have at foot and to secure the ransome you must keep the Mate or another officer on board our privateer as hostages and you must take from the Captain your ransome first of these bills you must send to us by the first Man of War you meet with and keep the other two on board our privateer but if you cant agree upon a ransome if the loading is fish send it to Lisbon, if salt or wine to Ireland, if Brandy or Olive Oil to Bristol.

Should you take a Privateer or Letter of Marque Ship and you send her into Portugal, England or Ireland observe an Affidavit must be made before the Consul or Chief Magistrate of the place by four of the principal officers of the prize which Affidavit must be signed and attested by them certifying the name of the ship, where she belongs to, the number of guns and the number of men that was on board at the time of engaging, how many killed and how many delivered up. Another affidavit must be made by three of the chief persons of your people then commanding the prize attesting the name of our privateer the no of guns how many men on board when engaged and how many killed and all this must be done in order to recover the bounty of £5 per head and with every prize you take you must send Copys of your Letters of Marque Your Clark must keep Copys in readiness as likewise letters of recommendation in case your prize should be forced into the places hereinafter mentioned.

Should you take a prize that has Money, Plate or Jewels on board take them out of the prize and put them on board our privateer and in case you meet with any of his Majestys Ships of War bound for England of a good force put it on board her and take two receipts for it to be delivered to Messrs John Herbert & Co. of Bristol. You are to write to us by all opportunities and if by neutral ships to Amsterdam I enclose your letter to Mr Henry Terhoist if to Rotterdam to Mr. John Henry Herring if to Hamburg to Mr Herman Johann Moller and write those gentlemen a few lines to forward to us.

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We recommend you to keep a good harmony on board our privateer and not suffer quarelling, rioting or drunkenness, for by your officers prudent behaviour and good conduct the whole ships company will be assisted to do the like and you will reap the benefit of such behaviour. You are to apply and direct your prizes to the following persons in case of need

At Milford To Mr Wm. Webb Merier at Pembroke

Falmouth Mr Thomas Groube

Plymouth Mr Peter Symonds

Cork Mr Jas. French

Kingsale } or to the westward thereof to send

Baltimore } express to Mr Jas. French at Cork

Waterford Mr William Mayne

Galway Messrs John & Andrew French

Dublin Messrs French & Lynch

Oporto Messrs Coulet, Clermont & Co.

Lisbon Mr. Edward French

Cadiz Messrs Anthony & Matthew French

Madeira Messrs Hollaran & Gordon

Guernsey Mr Peter Carey

We herewith deliver you a Protection. We desire you to be careful in case of your death (which God forbid) We appoint your First Lieut. to command our Privateer and that your Second Lieutenant be first and so on in succession. We wish you health and a successful cruise and are your friends and owners.

MART FFRENCH

JONAH THOMAS

J. HERBERT

I acknowledge to have
rec. orders of which
the annexed is a true copy
which I promise to observe

RICHARD FITZHERBERT

APPENDIX O

SELKIRK AND DEFOE IN BRISTOL

THE article on Selkirk in *Dictionary of National Biography* by G. A. Aitken (1897) states that "despite some apocryphal stories there is nothing to show that Defoe knew anything of Selkirk beyond what has been published by Rogers, Cooke and Steele." One of these stories is given by Seyer in his *Memoirs of Bristol* (1823, ii. 559). Referring to Rogers's *Cruising Voyage*, he says that: "It contains the account of Alexander Selkirk, whom Rogers brought away from Juan Fernandez ;

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whose papers being put into the hands of De Foe, were by him modelled and drawn out into *Robinson Crusoe*, a novel of which a nation may be proud. This fact was first published in the *Gentleman's Magazine*¹ by Jos. Harford, Esq., of Bristol, who was assured by Mrs. Daniel, an old lady, daughter of Major Wade, some time Town Clerk of this city, that Dampier himself told her that to his knowledge Selkirk's papers were sent to De Foe for arrangement and publication, and that from them he formed *Robinson Crusoe*."

The following two documents, printed by kind permission of J. Ardagh, Esq., of Walham Green, London, and contributed by him to *Notes and Queries*, 12th Series, v. 177, (1919), seem to corroborate Seyer's statement to a certain extent. They are from an extra-illustrated copy of Robinson's *History of Stoke Newington* (1820), formerly belonging to Mr. Aleck Abraham, and sold with the rest of his property by Messrs. Hodgson in 1927. Defoe wrote *Robinson Crusoe* in his own house at Stoke Newington:—²

"PORTLAND HOUSE,

Thursday evg.

MY DEAR MR. LUNELL

My dear Wife has copied the mem. about De Foe for you & I now send it. I trust Mrs. Lunell & yourself were not knocked up with our long 'palaver' Tuesday!

Ever sincerely

RICHARD BALL."

"(Memo. after a conversation with Mr. W. P. Lunell, May, 1834. E. A.) Joseph Beck, (the Father of Joseph, the husband of the well known Mary Beck) built the house at Frenchay. The wife of the elder Joseph Beck survived him; she had three husbands, Joseph Beck, — Caysgarne, and lastly Daniells, and survived them all. This Mrs. Daniells lived at a corner house in St. James's Square, Bristol, (the corner diagonally opposite the entrance from the Barton); there she was visited by Alexander Selkirk, then recently returned from his solitary abode in the Island of Juan Fernandez; there also she was accustomed to entertain Daniel De Foe. Selkirk gave De Foe an account of his adventures etc., from which De Foe drew up a narration of Selkirk which was published. Many years later, De Foe wrote and published his romance of *Robinson Crusoe*³ the notion of which was suggested by Selkirk's narrative. The romance speedily supplanted the genuine work and while the existence of the latter is now hardly known, the former is among the most popular of books. A gentleman (name forgotten) who was accustomed to meet Selkirk at Mrs. Daniell's sent a paper to the *Gentleman's Magazine* containing a very specific account of what he heard from him."

¹ First published in 1731; we have been unable to find any reference to this.

² W. Lee, *Life of Defoe*, 1869, i. 300.

³ 1st edition, 1719.

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Selkirk was born in 1676 at Largo, the seventh son of John Selcraig, shoemaker. After his return in 1711, it is known that he lived for a time in Bristol, as the records of the Court of Queen's Bench contain a process against "Alexander Salkirke," of St. Stephen's parish, Bristol, "Nauta," for having committed an assault upon Richard Nettle, shipwright, on 23rd September, 1713 (*Notes and Queries*, 2nd Series, xi. 246). Selkirk joined H.M.S. *Weymouth* as master's mate on 20th October, 1720, and by a second will dated the following 12th December, he described himself as "of Oarston" (Oreston, near Plymouth). Selkirk died the next year, as he is entered as "dead 12 Dec. 1721," in the *Weymouth's* pay-book. Besides Cowper's well-known poem, there is another entitled *Juan Fernandez* by Patrick Branwell Brontë.

APPENDIX P

RAGGED STAFF AND BEAR

WITH reference to the home port of the *Ragged Staff* and *Bear* (see *ante*, p. 34), it has been found that Bristol owned two ships of those names in 1572, as appears by Thomas Colshill's manuscript register of "Marchant Shipps in England, 1572," at the Public Record Office.¹ Plymouth did not possess a *Ragged Staff* or *Bear* in that year, so it is therefore probable that Andrew Barker's ships of 1576 belonged to Bristol. The register contains the names of 1,383 ships, and in the list of 23 belonging to Bristol the *Ragged Staff's* tonnage is given as 140, Thomas Nayler, master; the *Bear*, William Shore, master. As the *Ragged Staff* was sunk because of her "great leakage," she was probably an old ship, and therefore not likely to have been built between 1572 and 1576.

BIBLIOGRAPHICAL NOTE

IN addition to the publications referred to throughout this book, the following articles have been written on Bristol privateers:—

William Tyson, "The Royal Family Privateers, 1745-47," and "Outline of the Voyage of the *Duke and Duchess*," published in *Bristol Mirror*, c. 1850, and bound up as pamphlets in volume entitled *Bristolia*, at Bristol Central Library. Captain R. B. Nicholetts, R.N., "Bristol Privateers of the Eighteenth Century," *United Service Magazine*, 1899, cxxxix.

Captain W. B. Whall, "Privateers," *Nautical Magazine*, 1910, lxxxiii. 584. This gives descriptions of Pocock's sketches with illustrations of *Active*, *Virginian*, *Fox*, *Old England*, *Cæsar* and *Greyhound*. These are also reproduced, but with no reference to Bristol, in the same author's *Ships, Sea Songs and Shanties*, James Brown and Son, Glasgow, 1st edition, 1910.

Denzil Hollis, "Some Bristol Privateers and their Exploits," *National Review*, June, 1928.

¹ *Cal. S.P., Dom.*, Addenda (1566-1579), 440.

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The following three books, written by shipmasters, contain information on organization and gunnery in privateers and armed merchantmen :—

Samuel Sturmy (1633–1669), *Mariners' Magazine*, 1669 ; also 1679, 1684 and 1700.

Sturmy, who was born at Gloucester, wrote his book at Easton-in-Gordano, near Bristol, and an inscribed board in the church still commemorates him. (*Mariners' Mirror*, 1924, x. 395 ; *Bibliotheca Somersetensis*, 1902, iii. 294.)

Robert Park, *The Art of Sea Fighting, in five parts*, 1704 or 1706. This is a "guide" for masters of merchantmen ; the author belonged to Ipswich (*Mariners' Mirror*, 1911, i. 271).

William Hutchinson (1716–1801), *Practical Seamanship*, 1777 ; 4th edition, 1794. Extracts from this book are printed by Gomer Williams, *Liverpool Privateers*, 1897, and H. S. Vaughan, *Voyages of Commodore Walker*, 1928. Hutchinson, born at Newcastle-on-Tyne, commanded privateers sailing out of Liverpool.

Thomas Troughton, *Barbarian Cruelty ; or a Narrative of the Unparall'd Sufferings and almost Incredible Hardships of the British Captives belonging to the Inspector Privateer, Capt. Richard Veale, Commander, during their Slavery under the despotic Muley Abdullah, Emperor of Fez and Morocco*, 1745–46, 2nd edition, 1751. This ship belonged to J. W. Cock and James King of London ; declaration 14th August, 1745 ; 350 tons, 22 guns, 18 swivels, 250 men.¹

Henry Symonds, F.S.A., "The Taunton Castle Privateer," *Proceedings of Somerset Archaeological and Natural History Society*, 1910, lvi. 136. This ship (1790–1813) belonged to London, one of her owners, Sir Benjamin Hammet, being a Taunton man ; illustrated with reproduction of oil-painting in Taunton Museum.

J. W. Damer Powell, "A Bridgwater Privateer," *Somerset and Dorset Notes and Queries*, 1929, xix. 274 (the *Diana*, Captain William Anstice, 1740–45) ; "Minehead Privateers," *idem*, xx (June, 1930).

¹ The *Inspector* was wrecked near Tangier on 4th January, 1746. It has been conjectured that her commander was Captain Richard Veal of the *Queen of Portugal*, in which ship Henry Fielding, the novelist, made his voyage to Lisbon in 1754. (*Voyage to Lisbon*, edited by A. Dobson, in "World Classics.")

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The following abbreviations denote: *A.*—American; *D.*—Dutch; *E.I.C.*—East India Company; *F.*—French; *N.*—Navy; *p.*—prize; *pr.*—privateer; *S.*—Spanish; *U.S.N.*—United States Navy. Ships without any of the foregoing qualifications in nearly every case belong to Bristol. Date in brackets is usually of earliest reference in text, but date of launch is given when known.

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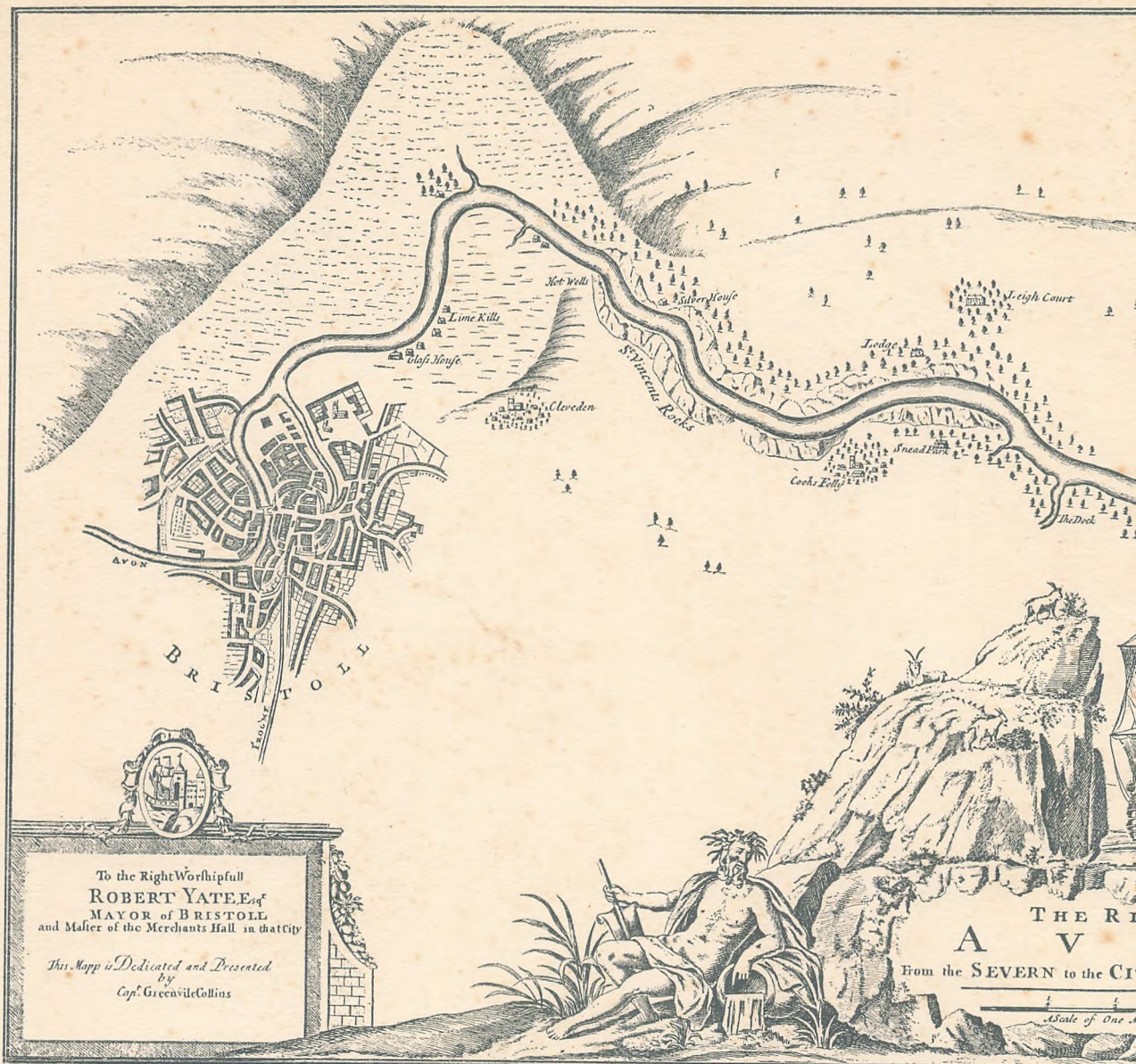
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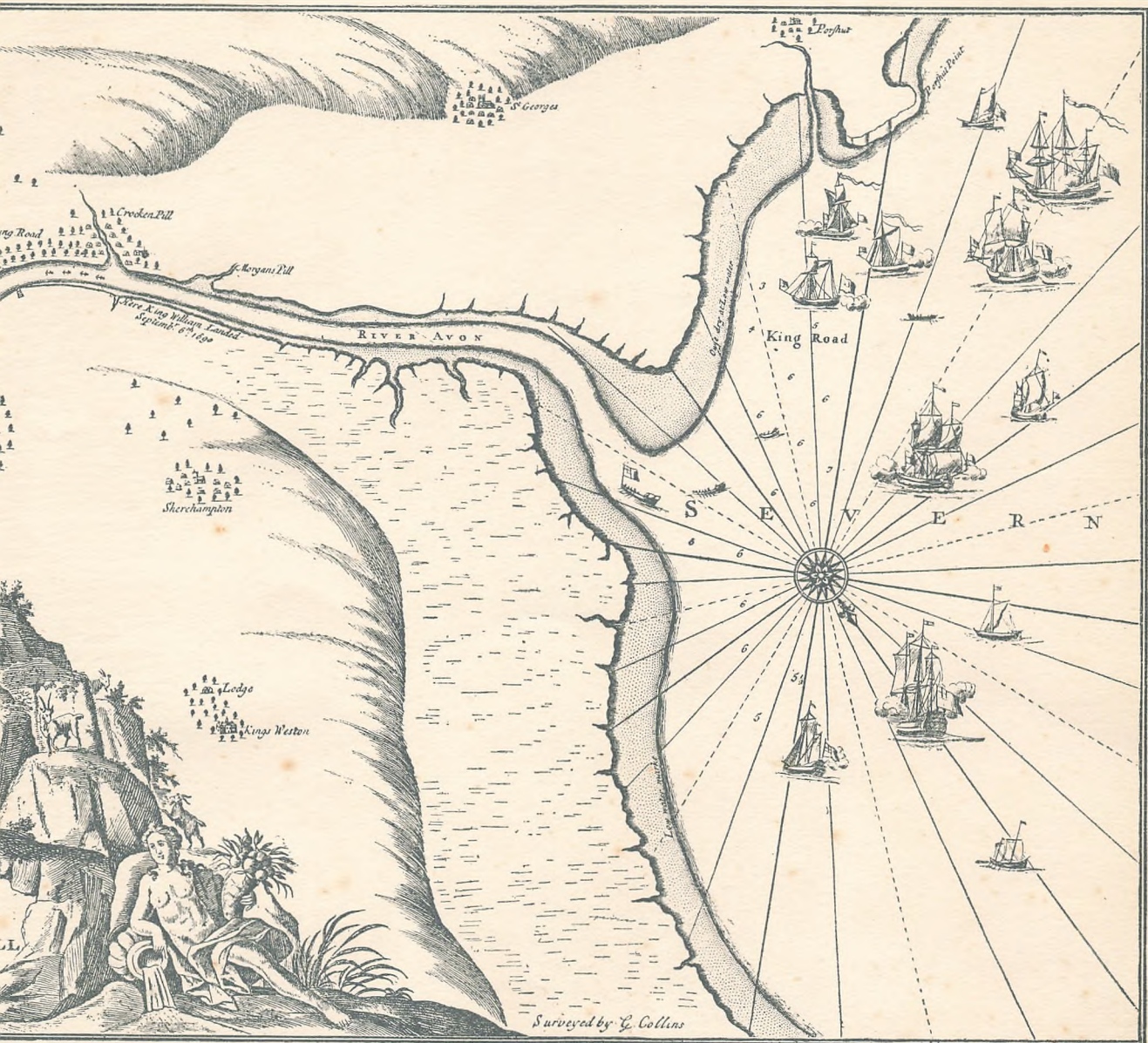
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Robert Yate Esq. was Mayor of Bristol

THE date and place of birth of Captain Greenville Collins, 1700, is given by John Wood, on a voyage to attempt the discovery of the North Pole, by Sir John Narbrough as master of various ships, and his "Journal" and "Voyage" "to make a survey of the sea coasts of the Kingdom," and he was entered in the "Great Britain" as completed, were then published together under the name of "Great Britain" in the 1723 edition of the "Coasting Pilot," the earliest chart of the coast of England in 1693 edition. Collins, who was a Younger Brother of the Trinity, was entitled "to rank with



Master of the Merchants Hall 1692-1693.

known. In 1676 he sailed as master of H.M.S. SPEEDWELL, Captain
 ge. In the Algerine War of 1677-79 Collins served under Admiral
 period is in the Public Record Office. In 1681 Collins was appointed
 work, with other duties, until 1693. His charts, which had been issued
 "Dusting Pilot." The above, reproduced from a separate chart, is also,
 the British Museum. It is not included in the Museum copy of the
 in 1694. The "Dictionary of National Biography" states that he is
 English hydrographers."

